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[a27-2]

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Hongkong, 4th January, 1912. [157]

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TELEGRAPHIC ADDRESS—"COMFORT,"

Hongkong.

Hongkong, 1st September, 1910. [a39]

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Hongkong, 4th December, 1907. [a37]

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BIRTH. On July 15th, at H.B.M. Consulate, Swatow, to Mr. and Mrs. W. STARK, a son (GERALD STARK). [215]

HONGKONG OFFICE: 10A, DES VUEX ROAD C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JULY 17TH, 1912.

The resignation of the Chinese Minister of Finance in the present impasse in the loan negotiations will probably serve to force a decision. Mr. Hsiung Hsi Lung's attitude was described in a telegram we published yesterday as "showing the most careful regard for provincial susceptibilities," and as placing on the provinces the onus of deciding how the funds shall be procured. He has had a most difficult post to fill. It came to it when the Treasury was empty and telegrams were pouring into the Finance Department from every province of China urgently appealing for funds. The Government knew not which way to turn for money. Foreign financial syndicates were ready to lend, but they wanted security in such a form that the Government knew they dare not concede. The temper of the country towards anything in the nature of foreign control had but recently been exhibited. When the Government in reply to the urgent appeals from the provinces for money made known the emptiness of the National Treasury a great internal loan was suggested by patriotic leaders. Dr. SUN YAT-SUN, when he was in Hongkong, said there was sufficient money in the country to meet the national needs; but the effort to collect any adequate sum has miserably failed. Even at 8 per cent. for five years the Chinese refused to subscribe

any considerable amounts at par, and what bonds have been disposed of in the country and among the Chinese Communities scattered abroad seemed to have been bought at rates ranging between 20 and 30 per cent. below par. Hsiung Hsi Lung realised that it was hopeless to expect from this source the money required. Meanwhile the Premier (Mr. TANG SHAO-YI) had entered into negotiations with a Belgian syndicate for a loan, and this led not only to complications with the International Syndicate of financiers but also to a clash with the Minister of Finance, who had given a firm opinion to the Syndicate. In these circumstances both the Premier and the Finance Minister tendered their resignations, the former holding his ground against a monopoly by the International group with their stipulations as to auditing and controlling the expenditure of the borrowed money. The Premier's resignation was eventually accepted by the President, and Mr. Hsiung Hsi Lung thereupon re-opened negotiations with the International group and succeeded in obtaining from them two or three advances of several million taels, pending the acceptance of final terms. No sooner had this been done than many of those who had been making desperate appeals to him for funds wherewith to pay troops on the verge of revolt turned savagely upon him with a charge of selling the country to foreigners. We are told that he was branded as a traitor, his life was menaced and that his fellow-provincials threatened to disown him and to destroy his ancestral tombs. Having handed in his resignation a second time, and at the same time published for the information of the country a frank exposition of the financial situation, showing that something like three hundred million taels in excess of the ordinary revenue would be needed this year to balance the national budget. There is no way of procuring this money except by a foreign loan. The President a second time refused to accept the Minister's resignation, and negotiations with the foreign bankers have continued for weeks to drag along without result. Hsiung has endeavoured to conciliate the opposition by seeking a modification of the terms of the proposed contract. The bankers, however, are unrelenting and show no readiness to grant a further advance of ten millions sterling. The Foreign Ministers have explained to the Premier that the condition under which the International group of bankers are willing to make a loan are imposed because it is necessary to satisfy European bondholders in order to maintain the credit of China in Europe, and that there is no desire on the part of the International group or of the Government interested to inflict hard or unnecessary stipulations or to take advantage of the present position in China and thereby to secure financial control of the country; but that it is entirely a matter of meeting the requirements of the European money-markets, where money is tighter than it used to be, while the situation in China lends itself to public distrust. The President's acceptance of the Finance Minister's resignation, on the third time of asking, presumably means complete rupture of the negotiations. One thing is clear: China must obtain money from somewhere, and that speedily. "The Provinces urgently require money and repeatedly ask for assistance," the Finance Minister wrote last week to the Foreign Ministers, "but the Government is unable to meet provincial requirements." Now that the onus appears to be thrown upon the provinces of finding the money in their own way, the outlook in China is more gloomy than it has been since the outbreak of the Revolution.

A horse omnibus company is being formed in Peking, with a capital of one hundred thousand taels. On Monday the relatives of a fisherman in the Saikong district brought him to Hongkong and took him to hospital. Apparently while using dynamite in fishing operations he had his right hand blown off. A comprehensive Reform Bill has been introduced into the Provincial Assembly of Honan. It is proposed to put a stop to early marriage, idol worship, foot-binding, queue-wearing, funeral superstition, etc. There have been but three isolated cases of plague in the Philippines in six years. The authorities in Manila continue to conduct a crusade against rats, about 100 a day being caught, but so far none of them have been found infected. What looks like a most determined case of suicide came under the notice of the police on Monday. A man was found on the hillside at Yau-mai hanging from a tree, by a creeper fastened round his neck. The creeper was hardly long enough to keep the man's feet from the ground, and it looks as if he had choked himself by pulling the creeper tightly round his neck.

Mr. Henry Keswick, M.P., accepted the invitation of the Hongkong General Chamber of Commerce to represent them at the eighth Congress of Chambers of Commerce of the British Empire, held in London last month.

Lady May held her first "at home" at Mountain Lodge yesterday, when there was a very large attendance, especially of ladies. There was no lack of entertainment for the guests, and a very pleasant afternoon was spent by all present.

Last week the Customs officials at Manila fined the steamer *Zafro* Pesos 500 for carrying unmanifested cargo, to wit, opium. A similar fine was imposed on the *Yuensang* for a like offence. On each ship 200 tins of opium were discovered.

The French mail steamer *Armand Behic* on leaving the wharf at Kowloon on Monday evening grounded in the low tide off the Star Ferry wharf. She remained there for several hours, but floated with the rising tide and proceeded on her voyage to Shanghai.

The cases of plague reported during last week again shows a decrease, the cases numbering 43 and the deaths 33. The total cases for the year number 1,771, and the deaths 1,049. During the week there were two cases of enteric fever and four of smallpox.

The engagement is announced of Lionel John Crowley Anderson, of the Hongkong and Shanghai Bank (Peking), son of the late Drummond Anderson, to Mary Josephine (Molly) Noble, elder daughter of the late G. E. Noble, of the Hongkong and Shanghai Bank, and of Mrs. Noble, 37, Inverness Terrace, Hyde-park.

There is more dengue fever in the City of Manila to-day than ever before in the city's history, says the *Manila Times*. Every physician is being kept busy running morning, noon and night to patients in all parts of the city suffering from this disagreeable complaint. At least this is what Bureau of Health officials state.

The Peking Cabinet is reported to have adopted a design for the National insignia to be imprinted on letters of credentials and other State documents. This insignia will bear the design of five ears of corn (rice) and five bats (blessings) and will be impressed on a thin piece of gold, somewhat after the French pattern.

We are asked by Mr. W. H. L. Warriner, of Messrs. Jardine, Matheson & Co.'s service, to state that he is not the Warriner who has been brought over from Manila on a charge of larceny as bailor. He is acquainted with the man in question, who was a fellow-passenger with him on a recent voyage, but he knew him only by the name of Whyte. The man's name is entered in the police records as Charles Frederick Whyte Warriner.

A Swiss named Xavier Wickart, who had arrived in the Colony from Tonkin on board the *U.S. Wakwai*, was brought before Mr. Irving at the Magistracy yesterday charged with being a vagrant. Defendant, who could not speak English, informed his Worship in French that he had been to the German Consul, who, however, refused to assist him, and told him to go to the police. Mr. Irving ordered him to the House of Detention, the police being instructed in the meantime to make inquiries at the German Consulate.

A meeting of the Sanitary Board was held yesterday afternoon—Mr. E. D. C. Wolfe, President, in the chair. There were also present—Hon. Mr. E. B. Hallifax, Col. Irwin, Dr. Fitzwilliams, Messrs. F. B. L. Rowley, W. L. Carter, Ng Hon Tsz, Chan Kai Ming, Dr. Clark, Principal Medical Officer of Health, and Mr. W. Bowen Rowlands, Secretary. The agenda was lengthy, the most important item being a letter from Government relative to the Pukfulam Reservoir catchment area. The letter was laid on the table.

LOCAL SPORT.

LAWN BOWLS.

THE CHAMPIONSHIP OF THE COLONY.

The third round in the competition for the championship of the Colony closes on Saturday next. So far, four matches have been played, with the result that two representatives from Taikoo, and one each from Police and Kowloon Clubs have emerged into the last eight. They are, Scott and Bateman, of Taikoo, Stuart, of Police, and Haxton, of Kowloon.

THE LEAGUE COMPETITION.

	M.	W.	L.	F.	A.	Pts.
Police	5	0	0	2	24	228
Taikoo	5	3	2	2	305	224
Kowloon	5	2	3	2	282	226
Civil Service	5	0	5	0	186	251

TELEGRAMS. TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

RUSSIA AND CHINA.

LONDON, July 16th.

Reuter's correspondent at Peking reports that the Russian Minister has demanded compensation for the victims and punishment of the authors of the outrage in Khotan in Turkestan.

THE WAR IN TRIPOLI.

LONDON, July 16th.

An official announcement is made in Rome that the Italian forces at Sidi Ali were 16 killed and 73 wounded. Several hundred bodies of Turks were found.

TURKISH POLITICS.

LONDON, July 16th.

It is reported that Mahmud Mukhtar has accepted the portfolio of the Ministry for War.

ALMOST UNANIMOUS VOTE OF CONFIDENCE IN THE GOVERNMENT.

A Constantinople telegram reports that the Chamber has passed a vote of confidence in the Government by 194 votes to 4, after speeches by the Grand Vizier and the Foreign Minister emphasising that the relations with the Powers generally were good, and expressing especial gratification at the renewal of Great Britain's warm friendship which was a guarantee for the future.

THE PANAMA CANAL DUES.

BRITISH PROTEST.

LONDON, July 16th.

A message from Melbourne states that the Hon. Mr. Fisher, the Premier, has informed Mr. Harcourt that the Commonwealth joins in the protest against the Panama Canal dues.

Reuter's correspondent at Washington wires that the Senate is debating the Panama Canal Bill. Several members opposed the exemption of American coasting vessels from the tolls, emphasising the need for a scrupulous observance of the Treaty obligations.

Mr. Root declared that the proposed discrimination was entirely unjustifiable. The United States cannot in good faith abrogate the Hay-Pauncefote Treaty. If the matter were referred to the Hague Tribunal, the latter would probably make the United States refund the tolls to the British, French and other nations. It was impossible to calculate the vast debt that would thus be imposed upon the country.

THE WHEAT MARKET.

LONDON, July 16th.

A message from New York states that the break in wheat is due to the report that the North-West has the prospect of reaping the greatest crop in its history, and the threshing returns from Kansas indicating a yield of 100,000,000 bushels.

THE NEW GOVERNOR OF BRITISH NORTH BORNEO.

LONDON, July 16th.

Reuter's Agency learns that Mr. Pearson, who is to succeed Mr. Ellis as Governor of British North Borneo, will not assume the office possibly for three years. The Government in the interval will be administered according to an arrangement made between Sir West Rideway (Chairman of the British North Borneo Co.), and the Colonial Office, by one of the ablest officers in the Malay service.

Meanwhile Mr. Pearson will first be attached to the Colonial Office, subsequently going to the Straits Settlements and Ceylon, with a view to studying the administrative methods in those territories.

A CATHOLIC MISSION FOR PUTUMAYO.

LONDON, July 16th.

A letter bearing the signature of the Duke of Norfolk, among others, has been published appealing for a fund of £15,000 to establish a Catholic Mission in the region of the Putumayo (South America).

MILITARY AIRMEN KILLED.

LONDON, July 16th.

The French military airman Oliveres was killed by a fall at Bourg-en-Bresse. A similar fatality is reported from Sevastopol, where the Russian military airman Zekuthki was killed by a fall.

[THROUGH REUTER'S AGENCY.]

THE DOCKERS STRIKE.

LONDON, July 16th.

A meeting between Lord Devonport, the Chairman of the Port of London Authority, and some of the more moderate strike leaders in the afternoon raised hopes of a settlement, and caused the postponement till Wednesday of the statement Mr. Asquith had promised for Tuesday.

The strikers' attacks on the free labourers at Tilbury has necessitated the drafting of 400 Dublin Fusiliers to Tilbury Docks.

Some hundreds of people at Trafalgar Square and Hyde Park last night burned copies of the Insurance Act.

STRIKE ON THE MERSEY.

Ten thousand dockers in Liverpool and Birkenhead have struck work, resenting the establishment of a clearing house to work the Insurance Act and also to select the fittest men for employment, practically a starving out order against the least fit for employment.

The Executive of the Dockers Union at Liverpool has passed a resolution expressing regret that malcontents persuaded members to go on strike, and expressing approval of the clearing-house scheme.

ASSAULTS ON MINISTERS.

LONDON, July 16th.

The student who assaulted Mr. Lloyd George at Kensington Theatre on Saturday was sentenced to two months' hard labour. Mr. Lloyd George deposed that he was pulled violently to the ground. The magistrate said that the frequent assaults upon Ministers must be most strongly checked.

THE "PERSIA" UNDAUNTED.

LONDON, July 16th.

The *Persia* returned to Marseilles under her own steam. Divers examined her and found that she had received no damage, and she will resume the voyage when the cargo has been re-shipped.

THE IMPERIAL EXHIBITION.

LONDON, July 16th.

The Committee entrusted with the preparations for the Imperial Exhibition to be held in 1915 met yesterday—Sir Peter Bann presiding—and selected Earl's Court as the site. They decided also to raise a guarantee fund of £20,000. Lord Strathcona guaranteed £5,000. All the High Commissioners and Agents-General are now connected with the scheme.

THE OLYMPIC GAMES.

LONDON, July 16th.

A Stockholm message reports that Lazarro, a Portuguese competitor in the Marathon Race, has died from sunstroke.

SWIMMING EVENTS.

The 800 metres team swimming race ended: 1, Australia; 2, America; 3, Great Britain.

Great Britain won the ladies' 400 metres team swimming race.

ATHLETIC EVENTS.

America won the 1,800 metres relay running event, France being second, and Great Britain third.

Thorpe (America) won the Decathlon (comprising ten events), Sweden being second and third.

The cross country team race, 8,000 metres, was won by Sweden, Finland being second and Great Britain third.

PRESENTATION OF PRIZES.

At the conclusion of the athletic events at Stockholm the prize-winners marshalled in the Stadium in front of three platforms, where the King, the Crown Prince and Prince Charles crowned with wreaths the first, second and third prize-winners respectively. A solid phalanx of Americans headed the array.

TEST CRICKET.

LONDON, July 16th.

The fifth test match—Australia v. South Africans—was commenced at Lord's on Monday. South Africa batted first and scored 263 before they were dismissed, Taylor contributing 93. Australia had made 86 for two wickets before stumps were drawn.

[THROUGH REUTER'S AGENCY.]

ANOTHER BYE-ELECTION IN ENGLAND.

LONDON, July 16th.

Sir G. Kemp (L), M.P. for North West Manchester, has resigned. The Liberals had been expecting the resignation for some time, but had requested its postponement till the end of Parliament.

[Lieut. Col. Sir George Kemp, who formerly represented the Heywood Division of Lancashire, was returned for N.W. Manchester in 1910 by a majority of 783.]

BRITISH NAVAL POLICY.

REPORTED LARGE ADDITION TO ESTIMATES.

LONDON, July 16th.

Mr. Harold Spender, in the *Daily News*, says it is understood that the Cabinet yesterday discussed startling estimates submitted by the Admiralty for increasing the expenditure by £4,000,000 in 1913, largely on behalf of the Mediterranean squadron.

The *Daily Chronicle* says that there is some perturbation in Liberal circles concerning the statement made in an article written by Mr. Massingham yesterday that there is a danger of the Government losing the services of Mr. Lloyd George. Happily, it adds, there is no fear of such a disaster. It is incredible that he contemplates quitting the Cabinet on the ground of naval expansion for which his speech at the Mansion House in July of last year was largely responsible.

QUARANTINE AGAINST HONGKONG IN NETHERLANDS INDIA.

The Secretary of the Hongkong General Chamber of Commerce forwards for public information a letter from the Vice-Consul for the Netherlands India. We note that though dated April 17th, it was not laid before the Committee of the Chamber until June 13th. It is now July 17th, and the plague season rapidly drawing to a close. The letter would have been of greater public interest probably had it been published three months ago, when it was written. As, however, quarantine restrictions are still imposed on Hongkong by Netherlands India, the information contained in the letter, which we print below, may still be of use:—

Hongkong, 17th April, 1912.

QUARANTINE.—The port of Hongkong having been declared infected with plague from the 25th March last by the Netherlands-Indian Government, I have the honour to inform you that the Netherlands-Indian Civil Medical Service, in order to cause the least possible delay on arrival in Netherlands-Indian ports to vessels coming from this Colony, has decreed that in case the port of Hongkong is declared infected with plague, vessels coming from that port may be admitted immediately to free pratique in the ports of the 1st, 2nd and 3rd class within twenty-one days after leaving Hongkong, if the ships after medical examination in a Netherlands-Indian port of the class mentioned are found to be free from contagious diseases and if it appears from a certificate issued by a doctor or doctor's firm at Hongkong appointed by the Consul-General for the Netherlands and legalised by the said Consul Office or in his name:—

(1.)—That before the departure from Hongkong crew and passengers have been examined by the above-mentioned doctor or doctor's firm and were found not to suffer from plague;

(2.)—That before the departure from Hongkong the Asiatic members of the crew and the 3rd and 4th class passengers with their luggage and also their lodgings on board the ship are disinfected (destruction of vermin);

(3.)—That the ships the cargo of which consists entirely or partly of rice, are disinfected before their departure from Hongkong;

(4.)—That the masters of ships which have no cargo of rice, can show to the satisfaction of the above-mentioned doctor or doctor's firm that the rats on board their ships were destroyed within three months before the date of arrival at Hongkong and that when loading in that port sufficient measures have been taken to prevent the entrance of rats;

(5.)—That the operations mentioned sub 2 and 3 were executed by the Fumigating and Disinfecting Co., Ltd., of Hongkong under supervision of the above-mentioned doctor or doctor's firm.

These vessels must, as every ship coming from a port declared infected, fly on arrival in a Netherlands-Indian port the quarantine flag in accordance with the stipulation of the Netherlands-Indian Quarantine Ordinance.

In order to obtain the aforesaid certificates, the shipping concerns will have to apply to the firm of Drs. Jordan, Forsyth, Grono and Aubrey, who have been appointed by this Consulate-General to act as Medical Officers under the above Quarantine Ordinance.

I beg to enclose a list containing the names of the Netherlands-Indian ports of the 1st, 2nd and 3rd class.—I have, etc.

P. N. BOSCH.

The Hongkong General Chamber of Commerce, Hongkong.

SUPREME COURT.

Tuesday, 16th July.

IN ORIGINAL JURISDICTION.

Before the Chief Justice (Hon. Mr. W. R. DAVIES, K.C.)

THE MOTOR CAR DEAL.

His Lordship gave judgment in the case by Mohideen, Jeweller, against Lau Nya Po of the Coronation Garage. His Lordship had previously disposed of Mohideen's claim to being a partner in the Coronation Garage, and on his judgment he said that the defendant (Mohideen) had not established his proof of agency. Therefore judgment would be for the third parties, and costs of the action.

SEAMEN'S GRIEVANCES.

INTERESTING CASE AT THE MAGISTRACY.

At the Magistracy yesterday a case of more than usual interest came before Mr. A. E. Irving in which a coloured man who spoke good English, though he was a native of Dutch Guiana, and who gave his name as McGrath, was charged with behaving in a disorderly manner at the Sailors' Home on Monday afternoon. According to the evidence of the police, the defendant was having a dispute with the shipping clerk at the Sailors' Home, and, refusing to go away when he was told, was taken to the Police Station.

Defendant explained that he had been sent there by the Austrian Consul. He had been on an Austrian ship and had been paid off at Yokohama. In answer to his Worship, he explained that he had been paid off at Colombo and, with two others, was to be sent back to England. However, the Board of Trade representatives told them to wait for a week in the hope that they would get a ship. After they had been kept waiting for two weeks they got this ship to Yokohama, but the British Consul there would have nothing to do with them and neither would the Japanese authorities. The captain was told to take the men back to Colombo, but they were landed at Hongkong. On Monday they came ashore to see the Austrian Consul, who advised them to go to the Sailors' Home. The shipping clerk at the Sailors' Home, however, would have nothing to do with them.

Inspector Dymond explained that the men went from Colombo to Japan in an Austrian ship, and that was why the British Consul would not deal with them.

His Worship—Well, we cannot have these men stranded here.

Inspector Dymond—No, sir.

His Worship—What nationality are you?

Defendant—I am a Dutch subject.

His Worship—You had better see the Dutch Consul.

Defendant replied that he had seen him, but he had told him that he could not do anything for him, as he had signed on a British boat.

Inspector Dymond—I think he had better see the Harbour Master and state his case before the ship leaves.

His Worship—Yes, you had better see the Harbour Master.

Inspector Dymond—The ship should be responsible because it brought him here.

His Worship—Yes. Discharged with a caution. Go along and see the Harbour Master.

THE WRECK OF THE "OCEANA."

The Board of Trade inquiry into the loss of the P. & O. liner *Oceana* was resumed at the Westminster Palace Hotel on 10th ult. by Mr. Dickinson, Metropolitan Magistrate, and the assessors. The vessel was in collision with the German barque *Pisagua* off Eastbourne on March 16, when 18 lives were lost. Mr. Higgs concluded his speech on behalf of the chief officer of the *Oceana*, Mr. Walter Naylor, who, he contended, did his duty on the occasion and was entirely free from blame.

Mr. Admirer Bode followed on behalf of the master, Captain Hyde. He urged that far from a reign of undisciplined and impudent existing on the ship on the collision, a regular state of discipline was preserved, and that what ought to have been done was done. He asked the Court to come to the conclusion that the master behaved with perfect propriety, and, as the pilot himself said, with perfect coolness, and not only not to find that the master was in default, but not to mar his past record and future prospects by any adverse comment.

Mr. Bateson, K.C., for the Board of Trade, declared that it could not be contended that the *Oceana* was not to blame for the collision, which, he suggested, was brought about because of the want of look-out on the part of somebody on the *Oceana* and of the want of action at the time the *Pisagua's* light was seen. The pilot ought to have been on the bridge, but he left it, his excuse being that he was an old man and was very tired. If that were the case he ought to have warned the captain that he intended leaving the bridge in substantial time. One could not help feeling that if the ship had been properly looked after by the staff on such a fine, clear night, the collision would have been avoided.

Mr. Bateson, K.C., continuing his reply for the Board of Trade, on 20th ult. dealt with the absence of any effort to tow the ship to land after the collision. He said it must be remembered that what had happened to No. 1 boat must have been pressing on the captain's mind, and in the circumstances it was very difficult to blame him for the steps which he, in fact, took. It was not possible to suggest that in doing what he did the captain acted from any but the best motives.

HONGKONG'S COMMERCIAL YEAR.

An interesting report by the United States Consul-General, George E. Anderson, states that the 1911 trade year in South China had peculiarly mixed results. Its close found commercial circles surrounded with revolution and complaining of depression and stagnation. Nevertheless, both in imports and exports the record of 1910 was equalled and in most cases exceeded, while in few lines was there any greater stagnation than in the previous season.

The general opinion in commercial circles seems to be that while the volume of business was as large or larger than in 1910 it was done at a smaller profit; and in several commodities the year's trading resulted in immense losses. Exports of tin, silk, rice, and various other lines after buying a considerable stock were forced to sell at a loss, partly because of a collapse in their special lines and partly because of the revolution's interference with the movement of supplies. Similar losses and small profits seem to have been characteristic of the trade of all China and the Far East. Native competition with foreign firms, increasing production of standard goods for export, and increasing direct connections between middlemen and manufacturers have been reducing the margin of profits in trade for a number of years and the business of the country is gradually getting on a new basis.

The total trade of Hongkong with the United States in 1911 increased immensely over that of 1910 and all previous years, due to the extraordinary imports. Hongkong's exports to the United States, including Hawaii, showed but a slight decrease compared with 1910 and were in excess of those of 1909. The balance of trade was in favour of the United States by about \$4,000,000 gold. American exports amounted to about \$8,500,000 gold and Hongkong's exports to the United States to substantially \$4,000,000 gold. However, Canton's exports to the United States, aggregating about \$7,000,000 gold, with substantially no imports except through Hongkong, made the net balance of trade in this part of China about \$2,500,000 against the United States, as compared with a balance against the United States of perhaps \$9,000,000 in 1910. There was a heavy movement of money from Chinese and others in the United States to Hongkong and in and near Hongkong. Local bankers estimated the total valuation of drafts sent from the United States at \$100,000,000 silver or about \$42,500,000 gold. This sum covers the balance of trade and also the savings of Chinese in the United States, including remittances for speculation in silver exchange.

The imports from the United States accounted for the chief increase in the import trade of Hongkong in 1911. American flour at present dominates the market completely, and American oil made up more than half of the total amount imported. The total exports from Hongkong to all American territory during 1911, including \$6,509,792 to the Philippines, amounted to \$9,839,188, as compared with \$9,348,853 in 1910 and \$8,344,885 in 1909.

The trade with the Philippines reflects the constantly improving conditions there. Imports from the Philippines were less than in former years for the reason that a large share of the trade which formerly went through Hongkong now goes direct. There was also a decrease in imports of Philippine sugar, since the United States now takes nearly all of the Philippines output. Hongkong exports to the archipelago, however, show constant increases from year to year, the record of 1911 being the best in the history of the trade. Imports of Philippine goods for local use, notably native products like hats, embroideries, quilts, and the like, are considerably on the increase, and there is a strong movement to start a special store for the sale of these products. As a result of the increased number of smaller ships and the tendency to send goods direct to the port of consumption and for other reasons the transshipment trade in Hongkong during 1911 was considerably less than in previous years. Steamers did an unusually good business in passenger traffic.

While there was an unfavourable season for the great sugar refineries, on the whole the year was a fair one for Hongkong's larger industries. The dockyards and shipbuilding establishments turned out more vessels, with notably greater tonnage, and dock work was increased. There was also general prosperity of a modest sort among various smaller industries both in Hongkong and its tributary territory—prosperity to which American travellers contributed in no small degree.

The year in shipping has been marked by great improvements in nearly all services connecting China and Japan with the rest of the world, particularly in the character of the ships. There are two reasons for this. The first is a growing appreciation of the world-wide effect on the opening of the Panama Canal, and the second is improved business. It is now generally understood that most of the important lines from Europe to the Chinese coast by way of Suez will, on the opening of the canal, either establish services of their own by continuing the voyages of their ships from Hongkong or other Eastern ports to the Pacific Coast, and thence to Europe by way of Panama, or will establish such working connections with existing Pacific lines as will insure them a part of the business to pass by the new route. Lines from New York to the Pacific coast of the United States by way of the canal will establish similar lines from the Pacific coast to China or connections which will amount to the same thing. It seems likely, therefore, that the importance of Hongkong, as the shipping terminus of most lines to the Far East, will be enhanced by these changes.

While there was a notable increase in imports in 1911 the commercial situation is by no means satisfactory. It is not free from danger, as a large part of the imports are lying in Hongkong and Shanghai warehouses and there has been no increase in consumption. The present situation has emphasized the need of adequate banking facilities in China for the accommodation of Chinese business men. The need of an adequate system of Chinese banks under proper supervision, with ample capital and honest methods, was never felt so acutely as now. It is encouraging that Chinese business men are the first to appreciate this fact, and both in Central and South China their best plans for business readjustment have contemplated native banks organised on a modern basis and with more or less foreign supervision.

Probably the 1912 season will be very unfavourable in most commercial lines in this part of the world, but it will probably be followed by years of development. There is certain to be an immediate construction of railways, with all the attendant developments, and of modern schools, modern buildings, bridges, roads, water-works, gas and electric light and power plants, and all kinds of public utilities and improvements. Factories for the manufacture of Chinese goods in a more modern way and for the manufacture of foreign goods now needed by the Chinese are springing up in all the open ports, and will arise all over China as soon as conditions become more stable. For all these there is an increasing demand for foreign machinery and appliances, especially for small plants and experimental machines. The largest single element in the import trade of South China through Hongkong is cotton goods and cotton yarn. Taken as a whole, the year's business in both lines was far from satisfactory. Imports of machinery decreased in 1911, though business during the earlier months was promising. New enterprises have been held back pending the settlement of questions of Government, and this has interfered with the sale of machinery. There has been a steady increase in the sale of marine motors, small dynamos and general electrical goods, fans and ventilating apparatus, elevators, typewriters, knitting machines, etc., and in the import of automobiles and parts, but the limit of the latter trade has probably been reached for the time being. Demand for foreign hardware is steadily increasing, particularly for cutlery and building hardware, glass of the more ordinary grades, and various building materials such as I-beams, nails, rods, and reinforcements for concrete construction. Nearly all lines of iron and steel show increasing trade. During the year there was a suspension of the meat and lard shipments to the Philippines for a time, and the trade, which amounted to a trifle over \$1,000,000 gold, exclusive of live cattle, in 1910, fell off about a third. Towards the close of the year modern factories which met all requirements of American and Philippine regulations were established and the trade has been renewed upon a larger scale. The renewed indications are that during 1912 more meat and lard will be shipped from Hongkong than ever before. There has been a prejudice against Chinese meats, particularly pork products, all over the world, which at times and in some localities has been justified. At the present time, however, both in South China and the Yangtze Valley, meat and meat products of high quality are being produced which have met every test both here and in Europe.

BUSINESS HOURS IN SUMMER.

A POSSIBLE RE-ARRANGEMENT.

Is it desirable that the business hours of the Settlement should be re-arranged so that workers would be free from stress of business during the most trying parts of the day in the summer months? asks the *N. C. Daily News* of the 11th inst. It goes on to say:—With the temperature such as it has been during the past two days even those who have been in the subject may have lacked energy sufficient to start a discussion, though an excellent example has been set by the Japanese Consulate. Yesterday the Consulate opened at 8 a.m. and business was continued until 12 noon, and this rearrangement of hours will be in force during the Summer months. To many people the plan appears sensible and very desirable, and they would be glad to see it extended to business houses generally. The principal objection seems to be that such a departure from custom would tend to disorganize business, which would more than discount the value of relaxation during the warmest hours of the day. Others, probably well in the minority, do not consider that any change is desirable.

It ought not to be difficult for an arrangement to be made to which would make working conditions much more tolerable than at present. It is held that work can be done more comfortably during the early part of the day, and with fifty per cent. greater efficiency, and the suggestion comes principally from those who would favour a summer working day of from 7 a.m. to 12 noon, or one o'clock, with perhaps an hour in the evening to finish up work which must of necessity be attended to that day. The proposal has its attractions, but its one weakness is, perhaps, the demand for early rising, which is not popular in any city. Some scheme would, however, undoubtedly have its advantages and might easily be arranged if the Banks and the leading business houses came into line. In the south, and of course in India, business is invariably done in the early hours of the day and in the evening. Hongkong still adheres to the old style, but there, of course, they have the Peak as a refuge after wetting below during the morning and afternoon. With no such place of retreat, Shanghai might well adopt some such plan as is suggested for negotiating tropical heat with the least amount of inconvenience.

SHANGHAI DOCK AND ENGINEERING CO.

Mr. John Prentice presided at the annual meeting of the Shanghai Dock and Engineering Co., Ltd., last week and was supported by Messrs. A. M. Marshall, C. Michalan, D. Landale, H. A. J. Macray, and J. H. Osborne, secretary, while 7,390 shares were represented.

The Chairman said:—Gentlemen.—The Report and Accounts having been in your hands for some days, with your approval, we will take them as read. We regret that the hoped for revival of shipping and trade has not yet taken place, but we trust that it will not be much longer. We have been settled and placed on a firm and solid basis satisfactory to all concerned; when this does take place we have no doubt that not only China but all connected with her will mutually benefit. Working during the year has still been scarce and competition for it very keen and prices therefore necessarily very low. However, with all this we have had a good share of all work going and our Gross Earnings have increased by a little over 50 per cent, and our Net Earnings by about 30 per cent. Not a bad result taking everything into consideration. The net profits for the year, including the amount brought forward from last year and after paying all charges and allowing for all known liabilities, amount to Tls. 169,766.29, which we recommend be dealt with as follows:—Pay a dividend of Tls. 3 per share and carry forward to New Account Tls. 4,106.29. Your Directors after careful consideration, decided to make this recommendation, as it was the best thing to do in the interests of the shareholders. With regard to Depreciation your Directors have gone carefully into the matter and have decided to take Tls. 500,000 from the Reserve Fund of Tls. 1,000,000, and place it to the credit of a Depreciation Fund which will be debited with any sum it may be deemed necessary or advisable to write off from the present Book Value of the Assets of the Company. All the necessary repairs and upkeep of plant, etc., have been paid for out of revenue. You will be pleased to learn that the steel twin screw transport, *Merritt* built by us for the U.S. Army Quartermaster's Department passed through all her trials most satisfactorily to the U.S. Authorities and is now employed in her Island work. Mr. J. Grant Mackenzie, who has been Manager since July, 1907, has resigned and left for Hongkong during the time he has been Manager he carried out the duties well and faithfully. Mr. W. S. Burns has been appointed Manager. According to the Articles of Association Mr. David Landale and myself retire, but being eligible offer ourselves for re-election. The accounts have been audited by Messrs. Lowe, Bingham & Matthews, who offer themselves for re-election. Before moving the adoption of the Report and Accounts I will be pleased to answer any questions regarding them. There were no questions and the following resolutions were then passed unanimously:

That the report and statement of accounts be passed, and that the directors be authorised to pay a dividend of Tls. 3 per share. Proposed by the chairman, seconded by Mr. A. M. Marshall. That the appointment of Messrs. C. Michalan and David Landale as directors be confirmed. Proposed by Mr. J. McCracken, seconded by Mr. Brodie Clarke. That Messrs. John Prentice and David Landale be re-elected directors. Proposed by Mr. H. K. Robertson, seconded by Mr. E. C. Craddock. That Messrs. Lowe, Bingham & Matthews be re-elected directors for the ensuing year. Proposed by Mr. R. E. Kadoorie, seconded by Mr. J. McCracken.

TRADE OF CHINA.

CUSTOMS INCREASE F. LEKIN.

In view of the probability that the Treaty Powers will soon be approached to sanction an increase of Chinese customs duties from 5 to 12 1/2 per cent, in return for the abolition of *lekin*, the question recurs as to the probable effect of the increased tariff on foreign trade. The new Government has shown an apparently earnest desire to sweep away the whole system of taxation on goods in transit, and there can hardly be a question that there would be an enormous enlargement of the area within which foreign goods might find a market. The burden of the impost collected at every stage of the progress of important merchandise into the interior of China is undoubtedly very much greater than would be an addition of 7 1/2 per cent. to the entrance duty. This is true, notwithstanding the fact that the revenue from *lekin* is put down at very little over half that collected from customs, the cost of collecting many times the amount of their net yield. The Chairman of the China Association is under the impression that the proposed increase of the tariff on imports would probably not yield more than the present Tls. 50,000,000 to Tls. 55,000,000. Assuming the expected expansion of trade due to the abolition of *lekin*, it is difficult to see the course of reasoning which leads Mr. Jamieson to this conclusion. But it will be admitted that on the face of things Chinese finances are in a decidedly embarrassed position, and that it will require careful nursing to tide her over the next four or five years. The three requirements of a united and stable government, of the strictest economy and of radical reform in all branches of the administration, are concededly indispensable, and the attitude of the outside observer toward the future of China must depend entirely on the extent of his confidence in the ability of the Chinese to reform methods of government which have had the sanction of antecedent generations. It may seem like expecting a miracle to believe that the men and the measures so imperatively necessary for the present needs of China will be forthcoming, but the whole process of transformation that has taken place during the last six or eight months portends itself of the miraculous and makes a steadfast faith in the future seem reasonable. *Journal of American Asiatic Association.*

TRADE OF JAPAN IN 1911.

The following information is from the report by H.M. Commercial Attaché at Yokohama (Mr. E. F. Crowe) on the trade of Japan in 1911:—

The year has been remarkable for two reasons—firstly, that the new and largely increased import tariff came into force in July, thus causing a large influx of anticipatory imports in the earlier part of the year, and secondly, that the Revolution in China caused a serious disturbance in trade between the two countries and materially reduced the exports. Under the circumstances the wonder is not that the effect of these two causes was so great, but that it was not greater.

Apart from the questions of the tariff and China the year has passed quietly without many incidents which are worthy of record. A great many banks and companies availed themselves of the easy conditions of the money market and called up money on shares and floated debentures, and there was a certain amount of activity in the industrial world. According to the Bank of Japan, the total sum subscribed on account of various undertakings which came into existence in 1911 amounted to \$23,500,000 after making the necessary deductions on account of enterprises which were dissolved or had their capital reduced.

The sum actually paid up aggregated \$210,000,000. With two exceptions these are the highest figures on record, so that it will be seen that the country is gradually recovering from the bad years it has passed through since the great boom. There was a serious storm and a tidal wave in July, which caused a great deal of destruction in some localities, while another severe typhoon in August did immense damage to the sugar industry in Formosa. Fortunately, however, the chief agricultural crops, namely, rice, wheat, and barley, were not only better than in the previous year, but also showed an increase over the average. Nevertheless, the price of rice has been very high. In July, before the future of the crop could be assured, rice touched 20 yen per koku (about 88, per bushel), which is the highest price on record; but even after the crop was successfully harvested, and well on into 1912, the price of rice kept so consistently high that the problem has become a serious one, for, as is well known, rice is the bread of Japan and regulates the cost of labour.

As regards Korea, the bestowal of pension bonds after the annexation and the money circulated by the payments for various large public works have increased the purchasing power of the public, while the feeling of security has induced many to produce their hoarded savings. The result is that there has been a conspicuous increase in imports, and a promising market is developing for those who export to study it. The decrease in exports is said to be due to the fact that the farmers, not being so hard up for ready cash as in the past, have not been compelled to sell their rice and beans, and are holding their stocks in anticipation of a rise in the market. Rice and beans, it should be mentioned, account for more than 55 per cent. of Korea's exports.

In Formosa the situation is very promising. Sugar, of course, is now by far the most important industry of the island. The exports of sugar to Japan and China represent \$3,800,000 out of a total export of \$5,000,000, and the import of sugar machinery is no less than \$430,000, which is a larger amount than is credited to any other item on the import list. The business in Oolong tea has also been very good.

Taken altogether there seems no reason to be pessimistic about future prospects. It is probable, nay certain, that with the enforcement of the higher rates of duties certain classes of business will die out, but in their place others of equal if not greater importance will arise. It will perhaps be necessary to work harder and to be satisfied with a smaller percentage of profit than in the past, and business will have to be searched for and the peculiar conditions of the market studied. If possible it is highly advisable that a manufacturer who hopes to do a large business with Japan should pay a visit to the country. Thanks to the Siberian Railway the trip need be neither long nor expensive. Several manufacturers who have adopted this course have stated that the results have been most satisfactory. The firms in Japan who act as agents are generally most efficient, but as in many cases they do business in a large number of articles they cannot be expected to be absolutely conversant with all the details pertaining to the various goods which they sell. It is to the advantage of the agents, therefore, as well as to the maker of goods, that a periodical visit should be paid by an expert who can explain matters to the firm's customers and listen to their suggestions and complaints.

For some years past there has been talk of establishing a company in Japan for the manufacture of steel pipes and tubes, and of late the project seemed to assume more definite shape when a well-known Japanese firm were said to be making preparations for manufacture by the Mannesmann process. This venture, however, seems to have been postponed, and another set of promoters, including some prominent men, is discussing the possibility of forming a company and starting work in September, 1912.

The most interesting event of the year in connection with the trade in galvanised sheets has been the establishment of a galvanising company at Osaka, which is now producing about 5 1/2 tons per day. The sheets are said to be of rather poor quality, but they nevertheless command a fair price. The enterprise at present is more in the nature of an experiment, and its success will depend very largely on the price at which British black sheets are to be bought, for it will probably be some time before the Imperial Steel Works at Wakamatsu will be able to roll the thin sheets which are required for the various gauges used in this industry.

Tin plates in Japan are mostly used for making kerosene oil tins, but there is a growing demand for tin plates for the canning industry which, especially as regards crabs and salmon, is increasing by leaps and bounds.

The increase in gas and oil engines continues. The United Kingdom enjoys about 70 per cent. of this business, most

of the rest, especially in the case of the larger engines, being taken by Germany. Small gas engines are now found in all parts of the country, as the Japanese are gradually beginning to appreciate their advantages. There are several kinds of Japanese engines on the market, but although they are cheap they are not economical.

Fertilisers.—The fertiliser business in Japan is one of great importance, the value of the imports last year amounting to \$2,248,700, or over 10 per cent. of the total value of imports. The increase over 1910 amounted to no less than \$1,379,300, which was more than the gain made by any other group of imported articles.

The advance in sulphate of ammonia was large, being \$155,300, but it was far surpassed by the very big increase in bean cake of \$349,600, viz., from \$1,735,400 to \$2,555,000, this latter figure being the record up to the present. The figures for nitrate of soda show a very large increase. It is thought by experts that there is bound to be a continued increase in the imports of nitrogenous materials in the future, as not only are the home supplies not expanding at the same pace as the demand, but some of them, notably those obtained from rape seed and fish, are actually decreasing. Both sulphate of ammonia and nitrate of soda are likely to share in this increase.

Rubber for Electrical Purposes.—In the electrical department of the rubber industry considerable progress has been made in Japan. The mills that exist have more capital than the majority of the mechanical rubber factories, the copper mine owners being connected with all the insulated wire mills, either as owners or as suppliers of the raw material. In the latter case they assist the mills by allowing credit on the sale of bare wire. The immediate future of the rubber industry is very much more promising in this branch of manufacture than in the mechanical branch. The one difficulty with which the mills have to contend is the lack of experienced technical men. They have up-to-date machinery, but the industry is so young in Japan that there are no native trained rubber chemists. Several mills have experimented with foreign instructors, but the result has not been satisfactory in most cases, owing to the inability of the instructors to make themselves understood and the inadequacy of interpreters for this purpose. The difficulty is one which will doubtless disappear as time enables the technical men to acquire their experience, but many costly mistakes have been made.

INTIMATIONS

Chs. J. Gaupp & Co.

ALEXANDRA BUILDINGS.

CHATER ROAD.

Always have on hand a very large complete stock of

SCIENTIFIC AND SURVEYING INSTRUMENTS.

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DRAWING INSTRUMENTS AND MATERIAL

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AGENTS FOR—

W. F. STANLEY & Co., Ltd., LONDON.

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45

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BY USING THE LATEST AND MOST SCIENTIFIC APPLIANCES



in testing the sight for glasses. Your eyesight is the most precious of your senses and you must afford to have it by using incorrect lenses or ill-fitting frames. We are competent professionally, and we have the equipment to satisfy ourselves and to satisfy YOU what is best for your eyes. If a physician is needed we will so advise you. Lenses ground and polished on the premises.

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WORK BLDGS. CHATER RD.

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NEW ADVERTISEMENTS

REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT THE MALAYA COAST.)

PROPOSED SAILINGS FROM HONGKONG.

For NEW YORK.

S.S. "ATHOLL" On or about 23rd August.

For Freight and further information, apply to DODWELL & Co., Ltd., Agents.

Hongkong, 17th July, 1912. [891]

S.S. "ARMAND BEHIC" COMPAGNIE DES MESSEGERIES MARITIMES.

NOTICE.

CO-SHIPPERS of Cargo from London or "Breton" from Havre as a "Breton" from Bordeaux ex "Leroy Lallier" in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and extra hazardous G-downs of the Hongkong Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon To-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after the 22nd inst. at Noon will be sent to rent and landing charges.

All Claims must be sent in to me on or before the 25th inst. or they will not be recognized.

All damaged packages will be examined on the 22nd inst. at 3 P.M.

No Fire Insurance has been effected.

P. THOMAS, Agent.

Hongkong, 15th July, 1912. [2]

NOTICE.

I HAVE taken Mr. W. LOGAN as a Partner in my Business of Share and General Broker as from the 1st July, 1912.

The Business will be carried on under the style of RAYMOND and LOGAN.

EDWARD M. RAYMOND, 4, Ice House Street.

Hongkong, 15th July, 1912. [910]

NOTICE.

THIS is to Notify that MAN SAI LUNG Merchants of the CHIN-CHOW CLUB, Hoihow, invited Partners to Establish the Hoihow & Co. in Hoihow to Act as Agent for the HONGKONG ASIATIC PETROLEUM CO. to sell Kero-line Oil in different parts of Kowloon in the year 1909. A Contract was first made between Mr. Chow Yu Ting of Yuen Cheong Lee, Hongkong, and the ASIATIC PETROLEUM CO. A Sub-Contract was again made between Mr. Chow Yu Ting and MAN SAI LUNG in conjunction with Sir Sing She and MAN TAK TONG. On account of the improper management of the Manager of the same was too heavy. A Meeting of the Shareholders was held and all the accounts were settled and the Merchants of MAN SAI LUNG agreed to dissolve the partnership on 17th February, 1912, after which MAN SAI LUNG discontinue all interest in connection with YAN WO & Co., the owners of which are now only YIK SING SHE and MAN TAK TONG, though the shop of MAN SAI LUNG placed on the contract has not yet been cancelled.

MAN SAI LUNG.

Hongkong, 16th July, 1912. [914]

DEUTSCH-ASIATIC BANK.

DURING the REBUILDING of our BANK PREMISES our Temporary Offices will be in the QUEEN'S BUILDING, corner Chater Road and Ice House Street, as from MONDAY, 15th inst.

Hongkong, 15th July, 1912. [911]

NOTICE.

HONGKONG AND CHINA GAS CO., LIMITED.

THE unexpectedly large demand for GAS COOKING STOVES has exhausted the Company's stock of New Stoves.

More are being telegraphed for, and intending customers for same are requested to furnish their names and addresses to the Company so that no undue delay will arise in fixing the stoves when they arrive.

GEORGE CURRY, Local Secretary.

Gas Office, Hongkong, 9th July, 1912. [886]

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN Co. undertake every description of lighter work, including transshipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled and especially low rates quoted for large quantities.

[423]

PUBLIC COMPANIES

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LTD.

AN INTERIM DIVIDEND OF THREE and a HALF DOLLARS per Share for the Six Months ending 30th June, will be Payable on MONDAY, 29th July, 1912, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, the 20th July, to MONDAY, the 29th July, 1912 (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,

MOWBRAY S. NORTHCOTE, Acting Secretary.

Hongkong, 9th July, 1912. [895]

THE WEST POINT BUILDING CO. LIMITED.

AN INTERIM DIVIDEND OF TWO DOLLARS per Share for the Six Months ending 30th June, will be Payable on MONDAY, 29th July, 1912, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, the 20th July, to MONDAY, the 29th July, 1912 (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,

MOWBRAY S. NORTHCOTE, Acting Secretary to THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LTD.

General Agents for THE WEST POINT BUILDING CO., LTD.

Hongkong, 9th July, 1912. [895]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE NINETEENTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 6th August, at 12 o'clock Noon, for the purpose of receiving a Report of Directors, together with a Statement of Accounts, declaring a Dividend, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 23rd July to 6th August, both days inclusive.

By Order of the Board of Directors,

W. E. CLARKE, Secretary.

Hongkong, 12th July, 1912. [905]

INTIMATIONS

IN THE MATTER of the COMPANIES' CONSOLIDATION ACT, 1908, and

IN THE MATTER of the NATIONAL BANK OF CHINA, LIMITED, (In Liquidation).

NOTICE IS HEREBY GIVEN that a Second return of Capital and Dividend at the rate of Three Dollars (Hongkong Currency) per Share will be paid on and after SATURDAY, the 13th day of JULY, 1912, to registered holders of A and B Shares upon application to:—

In the case of Shares on the London Register:—Messrs. LOWE, BINGHAM & MATTHEWS, Thorne's Chambers, Ingram Court, 167, Fenchurch Street, LONDON, E.C.

In the case of Shares on the Colonial (Hongkong) Register:—Messrs. LOWE, BINGHAM & MATTHEWS, St. George's Building, Chater Road, HONGKONG.

Share Certificates must be produced for endorsement.

A. R. LOWE, Liquidator.

Hongkong, 11th July, 1912. [900]

CHRISTIAN SCIENCE SOCIETY

invites the public to attend a

LECTURE

ON

CHRISTIAN SCIENCE

AT THE

THEATRE ROYAL, CITY HALL.

ON TUESDAY, 23rd JULY, AT 5.30 P.M.

The Lecture will be delivered by Bliss Knapp, C.S.B., Member of the Board of Lecturership of The Mother Church, The First Church of Christ, Scientist, in Boston, Massachusetts.

Hongkong, 10th July, 1912. [897]

Read "THE FAR EAST."

Special Features for the Merchant, Student, and Man of Leisure.

Published Weekly. Subscription: Yearly \$5, Half-Yearly \$3.

Addres: Publisher, "Far East," KYOBASHI, Tokyo.

[906]

INTIMATIONS

LANE, CRAWFORD & Co.

A 5 or 10 Catty Box constitutes one of the most acceptable Presents to those at Home.



Without doubt is the Finest Blend of TEA at the Price to be had in China.

WE ARE NOW BOOKING ORDERS FOR THE ABOVE SPECIALLY BLENDED FOOCHOW TEA.

Price—including Freight, Duty and Delivery to any address in the United Kingdom:—

PER 10 CATTY BOX...\$17.50, PER 5 CATTY BOX...\$10.

SPORTS DEPARTMENT.

JUST ARRIVED:

TENNIS BALLS, SLAZENGER'S in Tin Cases.

RACKETS, NETS, POSTS, ETC., ETC.

[51]

FOR SALE

RECEIVED

A NEW SHIPMENT OF

AUSTRALIAN

DESSERT APPLES

25 CENTS PER LB.

THE

DAIRY FARM CO., LTD.

[30]

GRACA & CO.

Desires in

POSTAGE STAMPS, VIEW POST CARDS, FLOWER SEEDS, CIGARS, BOOKS, TOYS, &c.

Just Received a Fine Selection of

BABY DOLLS

WITH

CHINESE DRESSES.

868

NOTHING BETTER FOR THE SEASON! JUST RECEIVED.

STYLISH Bathing Dresses and Caps.

Finest Voiles, Striped, Flowers and Fancy.

Finest Muslins, Plain and Dotted.

Embroidered Materials, &c., &c.

You will find our range incomparable for Quality, Style and Prices.

HOOSAIN-ALI & Co.,

No. 14, Queen's Road Central, Corner of Zetland Street, Hongkong, 13th May, 1912. [50]

FOR SALE.

GAS COMPRESSOR with ELECTRIC MOTOR and FITTINGS. Will increase ordinary lighting power by 25 per cent without extra cost.

Apply—

MANAGER, "Hongkong Daily Press" Office

Hongkong, 13th March, 1912.

ON SALE.

A TABLE OF THE

RATES OF EXCHANGE AT BOMBAY.

For Demand Drafts on London on the day of or preceding the departure of the English Mail; also Table of the Yearly Approximate Averages for 36 years

FROM 1874 TO 1909.

Price 32 Cash. On Sale at the DAILY PRESS Office, or Local Booksellers.

BANKS

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID UP CAPITAL\$1,200,000

RESERVE FUND\$1,650,000

RESERVE LIABILITY OF PROPRIETORS\$1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON, Manager.

Hongkong, 12th April, 1912. [133]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL\$1,500,000

SUBSIDIARY1,125,000

PAID UP552,000

RESERVE FUND355,000

HEAD OFFICE: 40, Threadneedle Street, LONDON, E.C.

BRANCHES:

Bombay, Calcutta, Hongkong, Madras, Rangoon, Shanghai, Singapore, Penang, Kuala Lumpur, F.M.S., Hongkong, Shanghai.

AGENTS IN JAPAN: Messrs. JARDINE, MATHESON & Co., Ltd.

BANKERS:

BANK OF ENGLAND.

LONDON JOINT STOCK BANK, LTD.

Every description of Banking and Exchange business transacted. Stocks and Shares bought and sold on account of Constituents. Letters of Credit granted on Agents and Correspondents all over the world.

INTEREST allowed on Current Accounts at 2 per cent per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

F. C. MACDONALD, Manager.

Hongkong, 29th March, 1912. [909]

NEDERLANDSCH-INDISCHE HANDELSBANK (NEDERLANDS INDIA COMMERCIAL BANK).

ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (\$1,250,000)

Paid up Capital Fl. 12,401,050 (\$1,033,421)

Reserve Fund Fl. 3,252,157.01 (\$271,013)

HEAD OFFICE: AMSTERDAM.

HEAD AGENCY: BATAVIA.

LONDON BANKERS

THE WILLIAMS DEACONS BANK, SWISS BANK CORP.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent per annum on Daily balances and accepts fixed Deposits at the following rates:—

12 months 4 1/2 per annum.

6 do. 3 1/2 do.

3 do. 3 do.

E. J. H. VAN DELDEN, Acting Manager, No. 8, Des Voeux Road Central.

Hongkong, 17th May, 1912. [22]

THE YOKOHAMA SPECIE BANK LIMITED.

AUTHORIZED CAPITAL.....Yen 40,000,000

PAID-UP CAPITAL.....Yen 30,000,000

RESERVE FUND.....Yen 17,500,000

HEAD OFFICE—YOKOHAMA.

Branches and Agencies at:

Antung-Hsien, Liao-Yang, Kyogin, Calcutta, London, San Francisco, Shanghai, Lyons, Nanking, Hankow, Dairen (Dalny), Nagasaki, Foshing, Fengtien (Mukden), Newchwang, Tientsin, Hankow, Osaka, Kobe.

INTEREST ALLOWED ON CURRENT ACCOUNTS

Deposits received for fixed periods at rates to be obtained on application.

TAKAO TAKAMICHI, Manager.

Hongkong, 1st April, 1912. [443]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL\$15,000,000

RESERVE FUNDS—

STERLING\$1,500,000 at 2/—=\$15,000,000

SILVER\$16,750,000

RESERVE LIABILITY OF PROPRIETORS=\$15,000,000

COURT OF DIRECTORS.

E. SHELLEY, Esq.—Chairman.

F. H. ARMSTRONG, Esq., Deputy Chairman.

Andrew Forbes, Esq., G. H. Medhurst, Esq., G. F. Friedman, Esq., W. L. Pattenden, Esq., C. E. Gubbay, Esq., Hon. Mr. C. H. Ross, G. E. Laurens, Esq., H. A. Stiles, Esq., F. Lieb, Esq.

CHIEF MANAGER: Hongkong—N. J. STARR.

ACTING MANAGER: Shanghai—A. G. STEPHEN.

LONDON BANKERS: LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent per annum on the Daily Balance.

ON FIXED DEPOSITS.

For 3 months, 2 1/2 per cent per Annum.

For 6 months, 3 1/2 per cent per Annum.

For 12 months, 4 per cent per Annum.

N. J. STARR, Chief Manager.

Hongkong, 23rd May, 1912. [19]

ENTERTAINMENTS

THEATRE ROYAL

3 NIGHTS ONLY 3

FRIDAY, SATURDAY AND MONDAY,

JULY 19th, 20th and 22nd.

MAURICE E. BANDMANN, PRESENTS.

THE BANDMANN OPERA CO.

FRIDAY, JULY 19th: The Record Breaker, "A MERRY WIDOW."

SATURDAY, JULY 20th: The World-Famed, "BELLE OF NEW YORK."

MONDAY, JULY 22nd: The Greatest of all Musical Comedy Successes, "THE DOLLAR PRINCESS."

PRICES: \$3.50, \$2 and \$1.

Commence 9 P.M. sharp.

Fans are now installed in the Theatre.

Hongkong, 10th July, 1912. [899]

VICTORIA THEATRE.

Two Performances: 7.15 P.M.—PICTURES ONLY—7.15 P.M. 9.15—PICTURES AND ARTISTS—9.15

The Magnificent Films, "USURPER" AND "THE FOUR DEVILS."

Look out for the Debut of MISS ADDIE LEIGH, Hongkong's Favourite Soprano.

MATINEES: SATURDAY AT 4.30 P.M. SUNDAY AT 6 P.M. Hongkong, 17th July, 1912. [58]

TO LET

TO BE LET.

SHOPS AND OFFICES, IN ALEXANDRA BUILDINGS.

Apply—A. S. WATSON & Co., Ltd., Alexandra Buildings.

Hongkong, 22nd May, 1912. [123]

TO LET.

"A BERTHOLOWY" Peak Road, from 15th July. SIX-ROOMED HOUSE, from 15th July. EUROPEAN FLAT, Nathan Road, Kowloon. SHOP with GODOWN attached, Nathan Road, Kowloon. KOWLOON MARINE LOT No. 48 with WHARF. Apply to—HUMPHREYS ESTATE & FINANCE Co., Ltd. Alexandra Buildings. Hongkong, 10th July, 1912. [869]

TO LET.

ON 2ND FLOOR, No. 2 PRINCE STREET. ONE-ROOMED OFFICE. Apply Property Office, JARDINE, MATHESON & Co., Ltd. Hongkong, 23rd May, 1912. [133]

TO LET.

OFFICES in KING'S BUILDING BANFURLY, 11, Conduit Road. From 1st June. Apply—THE HONGKONG LAND INVESTMENT AND AGENCY Co., Ltd. Hongkong, 1st July, 1912. [121]

TO LET.

NO. 12, BEACONSFIELD ARCADE, First Floor. NO. 13, BEACONSFIELD ARCADE, First Floor. NO. 14, MACDONALD ROAD. "CALDER," 6-Roomed House, Fine Situation, from 1st August, 1912. LARGE ROOMS, Central Position, Cheap Rent. 1 LARGE GODOWN in No. 34, Duddell Street, 1st Floor. 1 SMALL GODOWN in Duddell Street (Godown D). "ROGATE" Austin Road, Kowloon, from 1st April. For Sale, "HARTING and ROGATE" on part of Kowloon Island Lot No. 1154. For Sale, with or without Furniture, "FOR CREST" No. 8, THE PALM, with Tennis Court. Commanding a magnificent view of the Harbour and Adjacent Islands. Apply to—LINTHALL & DAVIS, 3rd Floor, Alexandra Buildings. Hongkong, 8th July, 1912. [122]

JOHNSTONE'S

M.P.



"The Favourite Scotch."

OBTAINABLE EVERYWHERE.

H. RUTTONJEE
& SON,

WINE & SPIRIT MERCHANTS.

133

士通力汽水

HOME-MADE
MINERAL WATERS
—BETTER THAN
FACTORY-MADE.Why continue purchasing
factory-made Mineral
Waters? Make your
own Mineral Water at
home at a cost of 90 cents
a dozen SYPHONS.
Then you know the
water is pure, and
contains no disease germs.
With this

PRANA

SPARKLET SYPHON
and a dozen Bults you can make a dozen
Syphons of delicious Mineral Water, and the
cost is less than if you buy factory-made
Mineral Water. All Chemicals and Stores sell
PRANA SPARKLET SYPHONS and BULTS.Price of
SYPHON \$2 each. BULTS 90 cts. per box.
WHOLESALE PRICES:
SYPHON per doz. ... \$16.00 F.O.B.
BULTS per doz. boxes ... \$ 8.00 F.O.B.KWONG SANG HONG, LTD.,
WHOLESALE AGENTS,
245 and 248, Des Voeux Road, Central,
HONGKONG.行發總
行生廣港香
司公限有

189

STOMALIX

Sole de Carlos. Cures Dyspepsia and all
forms of Indigestion and Intestinal
disorders. Distributing Agents:
FRANCIS NEWBURY & SONS, Ltd., London, Eng.KEATING'S
WORM TABLETSA purely
Vegetable
Sweetener
Keating's Worm Tablets furnish a most
agreeable method of administering the
only certain remedy for Intestinal or
Thread Worms. Perfectly safe, mild,
and especially adapted for children.
To be obtained of all Druggists.
Prepared by THOMAS KEATING,
London, Eng.Big C
Borated Golden Seal
Compound
A safe and reliable remedy
for treating diseases of ALL
mucous membranes, such as
discharges from nose, throat,
stomach and urinary organs.
AT CHEMISTS
Write our name on
bottle with each bottle
or mailed on request.
The Evans Chemical Co.,
Cincinnati, Ohio,
U.S.A.

THE SECRET OF THE PACIFIC.

DID THE ANCIENT CHINESE
FOUND MEXICO AND PERU?This book—writes Mr. Cunningham
Graham in a review of "The Secret
of the Pacific," by Mr. Reginald
Enoch—is an interesting collection of the
various hypotheses current amongst
ethnologists, rather than an actual
attempt to solve the question of the
possible intercourse between Asia and
America in ancient times. This problem
is, of course, the Secret of the Pacific.
With it is bound up the origin and
points of departure of the Aztecs
and the Incas, and the history of their
civilisations. No one theory can supply
the clue. No one explorer can hope, by
his work or in his lifetime, to solve the
mystery that enshrouds the ancient civilisations
of America. In this work there
can be no mad rush, under the limelight
of the Press, as in the case of the journeys
to the North and South Poles.Upon the other hand, something infinitely
more interesting remains to be
achieved, and to be achieved, moreover,
without any element of self-advertisement.
If the Pacific does give up its secret, and
we are enabled, either through making
out the ancient characters in Chichen-
Itza, Palenque, or Ollantaytambo, or by
long-forgotten records in Chinese libraries,
to establish that there was communication
between Asia and America in remote
ages, something will have been achieved
of vastly greater interest to posterity
than the mere fixing of a point in
eternal ice-fields. Most comprehensively
the author takes the monuments of
ancient civilisations, from the most
northern promontory of Alaska to Southern
Peru, and thence, by way of Easter
Islands, the Marquesas, and the Caroline
Islands, to Australia. Very systematically,
he tells of the chief ruins, most of which
he has visited, and he carefully
observes the general likeness to one another
observable in all of them. Indeed, in
one passage he remarks that, infinitely
diversified as is the speech of the numberless
tribes of America, there is a generally
linguistic affinity between all of them.
This would naturally induce the belief
that races whose language may have
sprung from a common stock would be
likely to produce architecture of a similar
type. Indeed, from the carefully executed
drawings, made in most cases by the
author himself, and from the many reproductions
of photographs with which his book is filled,
it would seem to be the case.Though he preserves an open mind—so
open a mind that he even quotes, without
much comment, the opinion of the well-known
explorer Dr. Le Plongeon that Egypt
received its culture and civilisation from the
Mayas of Yucatan,—that is apparently a leaning
in his mind to an Asiatic origin of Inca, Aztec, and Maya
civilisation. He does not, however, seek
to press home his theory, and in this he
is right, and has an infinitely better
chance of convincing than if he did so;
but he accumulates an enormous mass of
facts, and leaves us to draw our own conclusions.
This is the true artistic if not the scientific
method. Those who have read the early works
of Tolstoy, and also his superb posthumous book
"Hadji Mourad," can see for themselves how
much more convincing he was when he
adopted the artistic and did not degenerate
into the dogmatic method. So that after
reading the author's book one naturally
begins to see shadowy fleets of prehistoric
vessels timidly setting out over uncharted
seas, to arrive at last on the long coast-
line of Western America. As he piles up
by degrees linguistic similarities between
the languages of China and that of the
Mayas and of the dwellers about Lake
Titicaca, one can imagine canoes feeling
their way from island to island across
Behring Straits, and their occupants
gradually speeding southward till they
arrive at the plateau of Anahuac. Very
suggestively also are the photographs of
the groups of Indians in Vancouver's
Island, at Cuzco, and at Ollantaytambo,
as it were, slipped into the argument.
Certainly they look like Tatars, just as
the strangely sculptured stones behind them
look Chinese.What is curious is that, as the author
shows, most of the religions of America
were extraordinarily complicated, and all
their theories of the creation much more
imaginative than any of those that we
have any knowledge of amongst primitive
people of the Old World. One thing is
brought home to one in the book, and that
is that the most important problems in
ethnology that remains is the origin of
man in the Americas. To it the in-
quirer has to bring much patience and
a capacity for investigation of strange
clues. That requires men of peculiar
temperament, for, as the writer shows,
travellers who meet with savages usually
fall into one of two categories: either
they start out with the idea that all
investigation of the native myths is use-
less, or else they are sentimentalists with
some pet theory of their own, on which
they put leading questions to everyone
they meet. How dangerous this system is
manifest when one remembers, as anyone
must remember who has had to do with
savages, "how strongly nature and
natural phenomena appealed to the primitive
mind and entered into their lives." Still,
the investigator should not be put off,
and not forget that in regard to their
beliefs primitive people hardly ever lie.
In fact, one of the differences between
primitive and sophisticated man is that
the former usually speaks the truth in in-
tellectual things. He never poses for to
him they are too sacred, and it has never
entered his mind that he could glorify
himself by doing so. In the material
affairs of life he takes advantage
when he can, cheats, lies, and steals to the
full as dexterously as any of ourselves,
but in things appertaining to his faith he
always speaks the truth. This being so,
and as amongst the races of America
legends of the Creation, Deluge, of Virgin
Births, and of a mysterious Redeemer are
to be found in great profusion, so he
should lose no chance, if opportunity
arises, of examining and collating them
with others he has heard. Dances and
marriage ceremonies, the orientation of
temples, and the burial of the dead all
carry in themselves much that is signifi-
cant of the beginnings of a race.WM. POWELL,
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He that would study the old buildings
of America has to prepare himself, as says
the author, for hardships unknown to
travellers in most places of the world.
He cannot, as so often does the African
"explorer," take London with him, be
carried in a hammock, and dine in his
smoking jacket before his tent, whilst an
obedient crowd of carriers all wait on his
behests. Neither, as in most places in the
East, can he take tents at all; but on his
mule, his pistol in his belt, spurs on his
heels, his bed a saddle on the ground, he
must face heat and cold, meet icy winds,
endure mosquitoes and malaria, not seldom
be in danger of his life, eat "churqui"—
that is, sun-dried beef,—and cut himself
away from all that makes life pleasant
to a man in our societies. When he has
done all this he cannot hope for glory or
renown for, as our author says, ours is a
"sluggish public," but he may hope to
have achieved a little on the path so many
after him must follow, if some day the
Pacific is to give up its secret, as the
author hopes.

CHEMISTRY AND INDUSTRY.

The public, remarks *The Times*, are prob-
ably but dimly aware of the extent to
which chemical research, often carried on
for years in directions which seem far
removed from any practical issue, now
enters into their daily lives and dominates
great departments of industry. Now and
again, however, some notable discovery
appeals to the imagination of the non-
careless observer. Most people are more
or less aware of the development of the
aniline dyes, though they possibly fail
to connect them with the innumerable
tablets of strange drugs to which they
have recourse upon all sorts of occasions.
The discovery of synthetic indigo is, per-
haps less generally appreciated, though it
is painfully familiar to indigo-planters
in India. Now we have the announce-
ment of a method of producing synthetic
rubber upon a commercial scale and at a
price which will enable it to compete
with the natural product. So many
people are interested in the shares of
rubber companies that this newest triumph
of chemical research has commanded very
general attention. Capital is prob-
ably shy and anything that appears
likely to affect an established industry
is sure to be scanned with the keenest
interest. It need hardly be said that
everybody who shares in that interest
would do well to keep a cool head and
to await developments. Apart, however,
from its bearing upon great financial
undertakings, the present announcement
is extremely interesting. The actual prob-
lem of making rubber artificially was
solved some time ago. It has been made
and tested by use in motor-tires and
things of that kind. But the chemist,
though he can imitate nature's products,
cannot command nature's methods. He
cannot begin, as the plant does, with the
crude elements, and build them up into
complicated structures with no other
energy than that derived from the sun-
light. He has to take manufactured
material from nature, and has to expend
upon it a great amount of energy also
derived from the manufactured material
of nature. With all these advantages he
can bring about some wonderful trans-
formations, but, before he can make them
pay, he has to discover some natural pro-
duct to begin upon, which is very aban-
dant and cheap in comparison with his
finished product. The difficulty in the
case of rubber has been to find somesufficiently cheap natural product to use
as raw material, and that is the difficulty
which is now believed to have been sur-
mounted.The steps are very interesting and in-
clude several distinct advances in know-
ledge, and that, too, in very different
departments. What adds further to the
interest, we might almost say the romance,
of the matter, is that rival chemists in
different countries have been running
neck and neck in the race for commercial
success. A strong body of English chemists
has been at work, with the aid of a
French bacteriologist, who has contrib-
uted an improved fermentation process, the
details of which are secret, for the abun-
dant production of the higher alcohols
chemists have been pursuing parallel, if
not identical, lines of research, and both
parties are protecting themselves by
patents which may not improbably fur-
nish occupation for the lawyers. It is
very probable that more than one rubber
is in question, and quite possible that
none of them is in every respect identical
with natural rubber. The German
chemist, Professor Wyndham Dunstan points
out today in our columns that some at least
of the proposed sources of synthetic rub-
ber cannot yield the five carbon atoms
present in the molecule of natural rubber.
That does not prevent them from yielding
a homologous substance which may have
very valuable rubber qualities. Even
when the five atoms are present in pre-
cisely the same way as in natural rubber,
it is common to find two very different
substances composed of exactly the same
elements in exactly the same proportions.
They differ in structure. It is also com-
mon to find minute structural differences
in what seems to be the same substance
—albumen, for example—coming from dif-
ferent sources. Broadly speaking, the
samples are all albumen, but in special
conditions they behave differently. It
must be remembered that natural rubber
is not a single uniform and homogene-
ous product. It comes from various
plants, and their different products are
recognized in the market as having differ-
ent properties, no doubt related to differ-
ent structure or composition. There is
room for different synthetic rubbers, which
may follow any one of different natural
types, or may differ for better or for
worse from them all.It may be assumed that a process much
cheaper than was previously known has
now been worked out. But whether it is
yet sufficiently cheap to compete with the
natural rubber at present prices, and at
the reduced prices which may be expected
in the future, is another question alto-
gether. The most careful anticipatory
estimates of cost are liable to be greatly
exceeded when the thing comes to be
worked. Nothing can absolutely settle
the question of cost, and therefore of
commercial success, except actual produc-
tion upon a considerable scale. The situa-
tion as it stands is extremely interesting,
but is not devoid of a well-marked ele-
ment of speculation. From the great
advance already made chemists may, how-
ever, draw encouragement to prosecute
their researches still further, with a view
to securing yet greater cheapness of raw
material. The ultimate victory will rest
with the man who succeeds in accomplish-
ing some further simplification.

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SYNTHETIC RUBBER.

PROFESSOR PERKIN'S ANNOUNCEMENT.

Before the London section of the Society of Chemical Industry, Burlington House, last month, Professor W. H. Perkin, of Manchester University, read a paper on the discovery of the synthetic production, on a commercial scale, of rubber, strictly comparable with the natural rubber from raw materials. The late Sir William Perkin was the discoverer of aniline dyes, but, though the discovery was made by an Englishman, it was in Germany that the value of the discovery was appreciated. Elberfeld is now the centre of the industry, and the exports to this country amount to many millions of pounds. The German manufacturers of aniline dyes through their chemical organizations in friendly rivalry with a number of English chemists including Professor Perkin, son of Sir William Perkin, working in conjunction, have for many years been trying to discover a method of making rubber at a price to make its manufacture commercially possible. The representatives of both nations claim to have achieved success, but, as Professor Perkin said in his paper, when the German chemists came to the point of taking out patents they found that the patent rights had been already secured by different routes, and in the process which has brought victory to the English chemists it is claimed that a method has been found for producing acetone, which is largely used in the manufacture of cordite, at less than a third of its present market price, which is £20 a ton.

An expert who attended last night's meeting said to a Press representative: "From a national defence point of view this discovery cannot be over-estimated. Every Government in Europe is gasping for acetone, and at war times its price is fabulous."

THE RESEARCH WORK.
The paper read by Professor Perkin was highly technical. He described how at the end of 1900 Mr. E. H. Hafford, of Messrs. Strang & Graham, Limited, technical research chemists, directed his organization of chemists, headed by Dr. Matthews, upon the subject of the synthetic production of rubber. Dr. Matthews made suggestions for a route to isoprene in which acetone, and later another in which fusel oil, was one of the raw materials. Professor Perkin was then himself approached, Sir William Ramsay afterwards joined the group as consultant, and later Professor Fernbach, of the Pasteur Institute in Paris. In July, 1910, came an interesting episode in research. Dr. F. E. Matthews had left isoprene in contact with sodium, and by the following September found that it had turned into a solid mass of rubber. Further investigation proved sodium to be a general polymerizing agent of first-rate importance. The first announcement of this same discovery was made by Professor Carl Harries, of Germany, who made it himself independently three months later, and owing to the English patent not having been published, was unaware that he had been anticipated. There has been almost equally close competition in other less essential portions of the research.

The great importance of this discovery is in the fact that the action is practically quantitative, and not seriously affected by impurities. It can also be carried out in the cold, or with moderate heat. All other processes are very slow, or involve a high temperature, or the addition of reagents which affect the yield and quality of the rubbers.

From the present discovery, said Professor Perkin, we know that if divinyl or erythene, isoprene, dispropenyl, etc., or other similar substances containing conjugated double linkages could be prepared cheaply, we could convert them practically, quantitatively, into rubber of good quality. The price of turpentine placed it out of the question. The only substance making a possibility of rubber production at a price pound seemed to be wood, starch, or sugar, petroleum, and coal. Starch was finally chosen, in the form of cereals, maize, or tubers, at a price of less than a penny per pound. The different alcohols were fractionated from fusel oil, and it was found that these might be converted into isoprene or its homologues. The problem was then to obtain cheap fusel oil. Professor Fernbach, of the Pasteur Institute, who was approached, after 18 months' laborious work, produced a fermentation process for the production of fusel oil from any starchy material. From this the higher alcohols will not cost more than £20 a ton.

THE COMMERCIAL ASPECT.
Dealing with the commercial aspect of the discovery, Professor Perkin said there was a probability of a profit at a price of 2s. 6d. a pound, and at least a possibility of production at a cost of 1s. a pound or less.

Sir William Tilden referred to the discovery as being "a great commercial source of wealth to this country and the world."

Sir William Ramsay, who warmly congratulated Dr. Matthews, said: "One almost feels in circumstances like these how easy it would have been to do the thing if one had only known how."

(Laughter.)

One speaker, dealing with the commercial possibilities of the invention, thought even if rubber could be made at 1s. a pound it would not give very much margin for complicated commercial processes.

Professor Erhardt, the leading chemist engaged in the researches in Germany, was present.—The Times.

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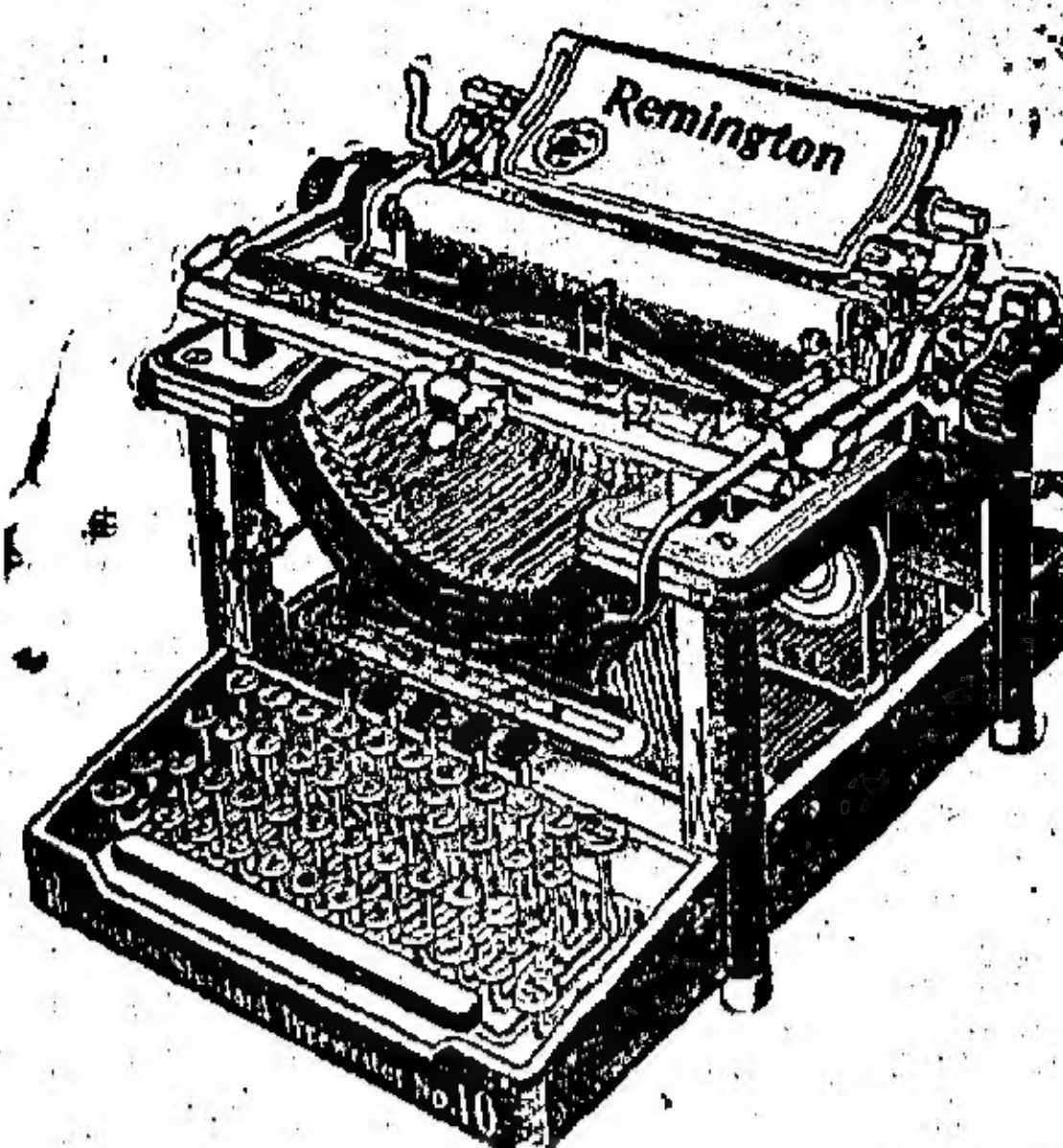
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CHINO MARU, Japanese str., 1,342, W. W. Greene, 12th July—San Francisco 12th June, General—Toyo Kisen Kaisha.

CHONGSHING, British str., 1,258, N. McLiddell, 11th July—Tientsin 4th July, General—Jardine, Matheson & Co.
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DEKAR, Norwegian str., 1,102, J. Bing, 12th July—Swatow 11th July, General—Chinese.
HIROSHIMA MARU, Japanese str., 2,035, S. Hirase, 15th July—Singapore 9th July, General—Nippon Yusen Kaisha.

HONG BEA, British str., 2,036, G. Kinghorn, 12th July—Singapore 7th July, General—Order.
HOPANG, British str., 1,835, J. M. Hay, 11th July—Moji 6th July, General—Jardine, Matheson & Co.
KAYO MARU, Japanese str., 1,897, Y. Yamamoto, 12th July—Swatow 12th July, General—Osaka Shosen Kaisha.

KOHSHING, German str., 1,217, Rosufsky, 5th July—Pakhoi and Hoihow 14th July, Rice—Butterfield & Swire.
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NANSHAN, American str., W. D. Pridoux, 13th July—Cavite, P. Is. 10th July, Naval Stores.
OTARU MARU, Japanese str., 1,994, Niyanari, 14th July—Dairen 6th July, Coal—Mitsui Bussan Kaisha.
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POZGVERA, Italian str., 1,345, De Amenza, 9th July—Bombay 17th June, General—Carlowitz & Co.
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RUAR, German str., 1,275, A. Roscher, 12th July—Wakamatsu 7th July, Coal—Mitsui Bussan Kaisha.
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SHINKU MARU, Japanese str., 3,025, K. Hsai, 6th July—Mito 3rd July, Coal—Mitsui Bussan Kaisha.

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TACOMA MARU, Japanese str., 2,830, J. Yamada, 13th July—Manila 10th July, General—Osaka Shosen Kaisha.
TATYAN, British str., 1,459, W. B. Brown, 15th July—Sydney 20th June, General—Butterfield & Swire.

TANQO MARU, Japanese str., 4,927, K. Kawara, 15th July—Shanghai 12th July, General—Nippon Yusen Kaisha.
TUMART, Dutch str., 6,011, F. E. Hayon Schermbek, 10th July—Amoy 9th July, General—Java-China-Japan Lijn.

WONGKOT, German str., 1,115, H. Oldmann, 15th July—Manila 12th July—Butterfield & Swire.
YATSHING, British str., 1,124, R. A. Anderson, 7th July—Sebathe 30th June, Coal—Jardine, Matheson & Co.

LATEST STEAMER MOVEMENTS.

The Apar str. Arratoon Apar left Calcutta on the 14th July, and may be expected here on or about the 30th July. The C. P. R. Co.'s R.M.S. Empress of Japan arrived at Shanghai on the 16th July, at 2 a.m., and left again at 8 p.m. same day for Nagasaki, where she is due to arrive on the 18th July, at 7 a.m.

The A.L. str. Koerber left Shanghai for this port on the 16th July, and will arrive here on the 18th July, at daylight.

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WEATHER REPORT.

ON THE 16TH AT 11:45 A.M.—A depression lies to the north of Korea.

No returns from Japan.

Pressure is stationary along the China coast.

Light to moderate winds may be expected along the China coast and over the N. China Sea.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.02 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

District Forecast.

Hongkong & Neighbourhood

Formosa Channel ... Same as No. 1.

South coast of China between Hongkong and Lamooka. Same as No. 1.

South coast of China between South winds, moderate.

Hongkong and Hainan ... Same as No. 1.

S.W. winds, moderate, fair.

CHINA COAST METEOROLOGICAL REGISTER.

16th JULY, A.M.

Station. Hour. Barometer. Temperature. Humidity. Wind. Force. Weather.

Vladivostok 7 a.m. 29.69 63 100 SW 1 f

Hakodate 6 a.m. ...

Yokohama 6 a.m. ...

Kobe 6 a.m. ...

Nagasaki 6 a.m. ...

Kagoshima 6 a.m. ...

Naha 6 a.m. ...

Shanghai 6 a.m. ...

Tientsin 6 a.m. ...

Peking 6 a.m. ...

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Tientsin 6 a.m. ...

Peking 6 a.m. ...

Tientsin 6 a.m. ...

GOING HOME.

A HOLIDAY AT HOME AND A WAY
TO GET THERE THAT'S A HOLIDAY.

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of
California, of Colorado, and the fascinations of Niagara, San Francisco,
Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers,
of the

PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water."
Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra.
Meals for epicures under the superintendence of caterer of International Repute.

The Cost: is not more by this route with its unrivalled opportunities,
than by any other route. For a return ticket to London
the cost is but £120, including berth and meals across America. To San Francisco
via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE
First Class accommodations are provided for £43 to London (return ticket £74)
and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular
Civil Service, on application.

STEAMERS.	Tons	Starting	1912
NILE	11,000	TUESDAY,	30th July, at 1 P.M.
MONGOLIA	27,000	TUESDAY,	6th Aug., at 1 P.M.
PERBIA	9,000	TUESDAY,	27th Aug., at 1 P.M.
KOREA	18,000	TUESDAY,	3rd Sept., at 1 P.M.
SIBERIA	18,000	TUESDAY,	17th Sept., at 1 P.M.
CHINA	10,200	TUESDAY,	24th Sept., at 1 P.M.
MANCHURIA	27,000	TUESDAY,	1st Oct., at 1 P.M.
NILE	11,000	TUESDAY,	15th Oct., at 1 P.M.

* INTERMEDIATE STEAMERS.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

TELEPHONE No. 141.

32

THE BANK LINE

REGULAR SERVICE FROM HONGKONG TO
VICTORIA, VANCOUVER,
B.C., SEATTLE &
TACOMA.

VIA

SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF
LADING TO ALL OVERLAND COMMON POINTS.

S.S. "LORD DERBY", 7,000 tons. Sailing Aug. 15th.

To be followed by other Steamers of the Company at
regular intervals.
Calling at AMOY and KEELUNG if sufficient
inducement offers.
The BANK LINE Steamers are of the Newest Design,
have most Commodious Accommodation, and are fitted with
Electric Light and Wireless Telegraphy.
Special Parcel Express to America and Canadian Ports.
For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.

TELEPHONE No. 780. KING'S BUILDING, PRINCE CENTRAL

ORIENTAL AFRICAN LINE.

NEW LINE OF STEAMERS

TO
SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the
Quickest Freight Transport from the ORIENT TO SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIC" ... 3,000 tons ... Second half of August.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and
CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN
AFRICAN LINE.

PROPOSED SAILINGS

FROM HONGKONG: 20th July. FROM COLOMBO: 10th August.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT
FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers
CALCUTTA.

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

142-43-44

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD. AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON.

CANTON TO HONGKONG.

WEDNESDAY, 17th July, 1912.

8 a.m. "HONAN."
10 p.m. "KINSHAN."

8 a.m. "HEUNGSHAN."
5 p.m. "FATSHAN."

THURSDAY, 18th July, 1912.

8 a.m. "HEUNGSHAN."
10 p.m. "FATSHAN."

8 a.m. "HONAN."
5 p.m. "KINSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 21st July.

The Company's Steamship

"HEUNGSHAN."

Will depart from the Company's CANTON STEAMERS WHARF at 9 a.m.
Departure from Macao at 4 p.m., landing at same wharf.
N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m.,
and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOL-SANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 a.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE
INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 559 tons.

One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and
Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m.
Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the
Company's direct steamers "LINTAN" and "SANUL." These vessels have superior
Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

Hotel Mansions (First Floor), opposite the Blake Pier.

143

SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION STEAMER TONS DATE OF SAILING.

SHANGHAI, YOKOHAMA, "YEDDO" ... 7,200 ... On 29th July.

Kobe and MOJI ... "NIPPON" ... 7,300 ... About 20th Aug.

For Freight and Further Particulars, apply to—

ARTHUR NILSSON & CO.,

YORK BUILDINGS, TOP FLOOR.

AUSTRIAN LLOYD.



(Under Mail Contract with the Austrian Government.)
MONTHLY FAST DIRECT SERVICE TO TRIESTE
via SINGAPORE, PENANG, COLOMBO, ADEN, SUER, PORT SAID.

S.S. "KOERBER," 9,900 tons, will leave as above on 19th July, at 5 P.M.

TO SHANGHAI

S.S. "BOHEMIA," 7,900 tons, will leave as above on 4th August.

Superior accommodation for 1st and 2nd Class Cabin and Storage passengers. Cheap
rates, Hongkong-Trieste, £50 1st, £36 2nd Class. No surtax, no tips, no inside
Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE.

S.S. "VORWAERTS," 12,900 tons, will leave for YOKOHAMA and KOBÉ via SHANGHAI
about 31st July.

S.S. "STRESA," 13,900 tons, will leave for TRIESTE, Fiume and VENICE, via SINGAPORE,
PENANG, COLOMBO, CALCUTTA, ADEN, SUER, PORT SAID, on 31st July.

These Steamers are fitted with comfortable one class accommodation for saloon
passengers. Cheap rates, Hongkong-Trieste, £50 1st, £36 2nd Class, no surtax, excellent cuisine, Doctor,
Wireless Telegraphy.

ROUND THE WORLD TICKETS ARE ISSUED.

CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black
Sea, also to North and South America. For information apply to

SANDER, WIELER & Co., Agents,

Hongkong, 12th July, 1912.

Princes' Building.

155

SAN FRANCISCO TOYO KISEN KAISHA

TRANS-PACIFIC

WESTERN PACIFIC

DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU ... 21,000 tons.

S.S. CHIYO MARU ... 21,000 tons.

S.S. SHINYO MARU ... 21,000 tons.

AND

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE)

HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and
HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and
free newspaper containing World's happenings by wireless.

WESTERN PACIFIC-DENVER AND
RIO GRANDE.

The T.K.K. lines connect at San Francisco with the palatial trains of the Western
Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver
WITHOUT CHANGE.

Through Standard Sleepers.
Through Tourist's Sleepers.
Dining Cars—Observation Cars.
Electric Lights—Electric Fans, Union Depots.

New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the
Sierras—Feather River Canyon—and the Royal Gorge of Colorado.
Convenient connections at Chicago with trains for New York Transatlantic Steamers,
and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for
Ticket form No. 626.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT,

17, WATER STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG

779

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAHU	—	—	JAVA	Second half of July.
TJIKINI	JAVA	Second half of July.	SHANGHAI	Second half of July.
TJIPANAS	JAVA	Second half of July.	JAPAN	Second half of July.
TJIMANOEK	JAPAN	Second half of July.	JAVA	First half of August.
TJITAROEM	JAVA	First half of August.	JAPAN	First half of August.
TJIBODAS	JAVA	First half of August.	JAPAN	First half of August.
TJILATJAP	JAVA	Second half of August.	SHANGHAI	Second half of August.
TJILIWONG	JAVA	Second half of August.	JAPAN	First half of September.

The Steamers are all fitted throughout with Electric Light and have accommodation for
a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports
on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
Hongkong, 15th July, 1912.

Telephone No. 375.

7

BRITISH INDIA S. N. CO., LTD.

A P C A R LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS

EASTWARD.

S.S. "DILWARA," 5,378 tons, Capt. W. J. Bishop, left CALCUTTA on 3rd July,

will be despatched for SHANGHAI, KOBÉ and MOJI on 24th July.

S.S. "ARATON APCAR," 4,450 tons, Capt. F. M. Austin, will be despatched
to KOBÉ and MOJI (YOKOHAMA if sufficient inducement offers) on 31st August.

WESTWARD.

S.S. "GREGORY APCAR," 4,500 tons, Capt. J. E. Drake, will be despatched
for SINGAPORE, PENANG and CALCUTTA on 25th July.

S.S. "TORILLA," 6,679 tons, Capt. C. J. Swanson, R.N.R., will be despatched
as above on 31st July.

The above Steamers have excellent saloon accommodation for passengers and are fitted
with all modern conveniences and carry a duly qualified surgeon.

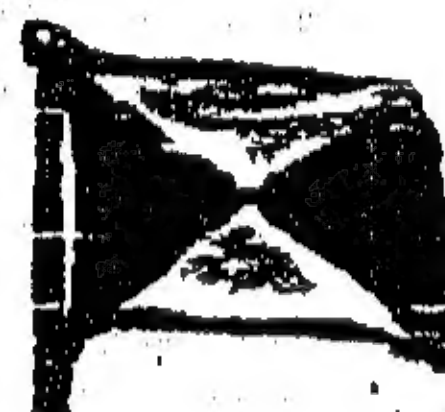
For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, 17th July, 1911.

AGENTS.

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PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	S. A. Crosby	Manila, Mangrove, Iloilo and Cebu	On 20th July, 4 P.M.
ZAFIRO	4000	M. C. Smith	Manila, Mangrove, Iloilo and Cebu	On 30th July, 4 P.M.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers,
Hongkong, 11th July, 1912. PHILIPPINES S.S. Co. 113

NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN...	"YORCK" Capt. H. REHN.	17,000	Wednesday, 24th July, at Noon.
SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA	"LUETZOW," Capt. J. BORTFELD.	17,300	About Wednesday, 24th July.
MANILA, YAP, MARONN, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"COBLENZ," Capt. L. KLUGKIST.	6,750	Saturday, 10th Aug., at 9 A.M.
KOBÉ and YOKOHAMA	"COBLENZ," Capt. L. KLUGKIST.	6,750	About Tuesday, 23rd July.
KUDAT and SANDAKAN	"BORNEO" Capt. F. SAMBIL.	5,000	Middle of August.

All the Steamers of the European Line are fitted with Wireless Telegraphic
New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,

MELOHRS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 16th July, 1912

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS.
BANKERS, &c.

Head Office for the Far East—16 DES VŒUX ROAD, HONGKONG.
SHANGHAI: 2-3, FOOSHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and

TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

729) CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.

VESSELS PASSED ANJER.	
June 18, Dutch str. Merapi, May 13, from Rotterdam for China.	
June 22, Dutch str. Wilia, Adam, May 13, from Rotterdam for Batavia.	
June 22, British str. Okara, May 13, from Calcutta for Sourabaya.	
June 22, Dutch str. Surgedon, May 7, from Amsterdam for Batavia.	
June 22, Dutch str. Palembang, Gant- vaart, June 22, from Batavia for Djedda and Amsterdam.	
June 24, Dutch str. Kanbangan, Bakker, May 19, from Amsterdam for Batavia.	
June 24, Dutch str. Malang, Termarsch, May 11, from Rotterdam for Batavia.	
June 27, British str. Langkank, May 14, from Barry for Tandjongpriok.	
June 27, British str. Islander, Deane, June 25, from "Christmas Island for Singapore.	
June 27, German str. Plauen, May 24, from Hamburg for Batavia.	
June 27, German str. Solingen, May 24, from Hamburg for Batavia.	
June 18, Dutch str. Bessochi, Bunge, June 18, from Tjilatjap for Batavia.	
June 18, Dutch str. Menado, Meerburg, May 13, from Rotterdam for Batavia.	

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELTA	Daylight and 18th July.	Freight and Passage.
SHANGHAI, MOJI, KOBE AND YOKOHAMA	CANDIA	About 19th July.	Freight only.
	NUBIA	About 25th July.	Freight and Passage.
LONDON via USUAL PORTS	DEVANHA	Noon, 20th July.	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PE. NANG, COLOMBO, PORT SAID and MARSEILLES	POONA	About 24th July.	Freight only.

For Further Particulars apply to
H. W. D. SHALLARD,
Acting Superintendent.
Hongkong, 16th July, 1912.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHINHUA"	On 18th July, 4 p.m.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIBNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	On 19th July, Noon.
SHANGHAI	"ANHUI"	On 20th July, 4 p.m.
SHANGHAI and NEWCHANG	"CHIEH"	On 20th July, 4 p.m.
KOIHOW (Mali) & HAIPHONG	"SINGAN"	On 23rd July, 8 a.m.
MANILA, CEBU and ILOILO	"TAMING"	On 23rd July, 4 p.m.
SHANGHAI	"CHENAN"	On 25th July, 4 p.m.
WEIHAIWEI & TIENSIN	"HUICHOW"	On 27th July, 4 p.m.
SHANGHAI	"LINAN"	On 27th July, 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUL".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australia, New Zealand and Tasmania Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING". Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck aft. Saloon accommodation of S.S. "KALFONG" is situated on Deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI", "CHENAN", "CHINHUA" and "LINAN") with excellent accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

NEW SERVICE—SHANGHAI to ANTUNG sailings on alternate Wednesdays.

BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 17th July, 1912.

HAMBURG-AMERIKA LINIE. IN CONJUNCTION WITH DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.	
TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Madeira, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.	
NEXT SAILINGS FROM HONGKONG:	
OUTWARD.	HOMEWARD.
FOR SHANGHAI, KOBE & YOKOHAMA:	
S.S. GOLDENFELS ... 23rd July.	For ROTTERDAM, HAMBURG & ANTWERP: S.S. BRASILIA ... 17th July.
S.S. SUEVIA ... 2nd August.	For HAVRE, BREMEN, HAMBURG & ANTWERP: S.S. SAMBIA ... 22nd July.
S.S. PERSIA ... 15th August.	For MARSEILLES, HAVRE & HAMBURG: S.S. SILESIA ... 7th August.
S.S. O. T. D. AHLERS ... 22nd August.	For HAVRE, ROTTERDAM & HAMBURG: S.S. FUERST BUELOW 13th August.
S.S. C. FERD. LAEBSZ 11th Sept.	For HAVRE, BREMEN & HAMBURG: S.S. GOLDENFELS ... 23rd August.
S.S. ARCADIA ... 24th Sept.	
For Further Particulars, apply to—	
HAMBURG-AMERIKA LINIE, Hongkong Office.	
Hongkong, 12th July, 1912.	

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS		On 23rd July, at Noon

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewardess are carried. For further particulars apply to
GIBB, LIVINGSTON & Co.,
AGENTS.
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DOUGLAS STEAMSHIP CO., LD.

STEAMSHIP	CAPTAIN	LEAVING
"HAIMUN"	Capt. J. W. Evans	FRIDAY, 19th July, at 11 a.m.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 23rd July, at 11 a.m.

Swatow, Amoy and Foochow and Return. (Occupying 9 to 10 Days).

Steamers will arrive at and depart from the Company's Wharf (near Blake Pier). During the month of July—Return Tickets available for three months will be issued at a Reduction of 20 per cent. on the usual rate to Foochow.

For Freight and Passage, apply to—
DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.
Hongkong, 12th July, 1912.

TOYO KISEN KAISHA. IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE. Operating the THREE TRIPLE SCREW TURBINE Steamers CHIYO MARU, SHINYO MARU AND TENYO MARU. Speed 21 KNOTS, Displacement 21,000 TONS.

STEAMERS	CAPTAIN	DATE OF SAILING
CHIYO MARU	W. W. Greene	TUESDAY, 23rd July, NOON.
NIPPON MARU	A. G. Stevens	TUESDAY, 13th Aug., at Noon.
TENYO MARU	E. Bent	TUESDAY, 20th Aug., at Noon.
SHINYO MARU	H. S. Smith	TUESDAY, 10th Sept., at Noon.

THE S.S. "CHIYO MARU" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA AND HONOLULU, on TUESDAY, the 23rd July, at Noon.

and the TWIN SCREW S.S. "NIPPON MARU," INTERMEDIATE STEAMER. Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	TONS	DATE OF SAILING
CHIYO MARU	17,500	TUESDAY, 6th Aug., NOON.
BUYO MARU	10,500	FRIDAY, 4th Oct., at Noon.
HONGKONG MARU	11,000	TUESDAY, 3rd Dec., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to
S. MORIMOTO, AGENT,
King's Building (Opposite Blake Pier).
247

EST ASIATIQUE FRANCAIS MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM TONKIN in 53 hours.
S.S. "SI-KIANG," Capt. E. de Catalano.
(1ST AND 2ND CLASSES) will leave Hongkong for KWANG CHOW WANG AND HAIPHONG, on WEDNESDAY, the 17th July, 1912, at 9 a.m.
For Passage and Freight apply to P. THOMAS, M.M. Co.'s AGENT.

OSAKA SHOSHEN KAISHA. REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES
VICTORIA, B.C. & TACOMA via KEELUNG, NAGASAKI, KOBE, YOKKAICHI, AND YOKOHAMA	"TACOMA MARU"	5,173	THURSDAY, 18th July, at 1 p.m.
	"SEATTLE MARU"	5,182	THURSDAY, 8th Aug., at 1 p.m.
	"CHICAGO MARU"	5,182	TUESDAY, 3rd Sept., at 1 p.m.
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA	"PANAMA MARU"	6,059	TUESDAY, 23rd July, at 1 p.m.
	"MEXICO MARU"	6,064	SATURDAY, 17th Aug., at 1 p.m.
	"CANADA MARU"	6,064	TUESDAY, 17th Sept., at 1 p.m.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle Vancouver, Portland, and San Francisco:—
From Manila ... G. \$130.00
From Hongkong, Shanghai and Keelung ... G. \$110.00
From Nagasaki, Moji, Kobe and Yokohama ... G. \$95.00
1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco ... G. \$110.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for stowage Passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
FOOCHOW via SWATOW and AMOY	"KAIJO MARU"	WED'AY, 17th July, at Noon
TAMSHUI via SWATOW and AMOY	"DAIJIN MARU"	SUNDAY, 21st July, at Noon
ANPING via SWATOW and AMOY	"SOSHU MARU"	WED'AY, 24th July, at 10 a.m.

N.B.—The Co.'s Coast-Line and Formosa Line of Steamers, will arrive and depart from Soon Yip Co.'s wharf (near the Harbour Office, Praya Central). For information of Freight, Passage, "Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

S. HIROI,
MANAGER.
7778-7

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS FOR MARSEILLES AND LONDON TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (London 1 day later)
DEVANHA ... 8000	July 20	MOLDAVIA ... 10300	Aug. 18	Aug. 24
DELTA ... 8000	August 3	MALWA ... 12500	Sept. 1	Sept. 7
INDIA ... 8000	August 17	MONGOLIA ... 10300	Sept. 15	Sept. 21
ARCADIA ... 7000	August 31	MEDINA ... 12500	Sept. 28	Oct. 4
ASSAYE ... 7500	September 14	MALWA ... 11000	Oct. 12	Oct. 18
DEVANHA ... 8000	September 28	MOOLTA ... 10000	Oct. 26	Nov. 1
INDIA ... 8000	October 12	MALWA ... 10500	Nov. 9	Nov. 15
DELTA ... 8000	October 26	MOREA ... 11000	Nov. 23	Nov. 29

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARE TO LONDON:
1st SALOON £71.10 SINGLE, £106.14 RETURN.
2nd " £42.12 " £77.12 "

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR LONDON CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG	Due LONDON
NUBIA ... 6000	September 4	October 19
SARDINIA ... 7000	September 18	November 2

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES. FARES TO LONDON:
1st SALOON £55.0 SINGLE, £82.10 RETURN.
2nd " £38.10 " £57.4 " "

For further Particulars, apply to—
H. W. D. SHALLARD,
ACTING SUPERINTENDENT.
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NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KAMO MARU Capt. F. L. Sommer	9,000	WED'AY, 31st July, at Daylight.
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	SADO MARU Capt. Asakawa	7,000	TUESDAY, 30th July, at 4 p.m.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. Sakai	5,000	FRIDAY, 2nd Aug., at Noon.
BOMBAY via SINGAPORE and COLOMBO	NIKKO MARU Capt. N. Yagi	6,000	FRIDAY, 30th Aug., at Noon.
KOBE and YOKOHAMA	KAMAKURA MARU Capt. K. Soyeda	7,000	FRIDAY, 26th July.
SHANGHAI, MOJI and KOBE	MISHIMA MARU Capt. A. E. Moses	9,000	WED'AY, 17th July, at 5 p.m.
NAGASAKI, KOBE & YOKOHAMA	KAWACHI MARU Capt. Christiansen	7,000	WED'AY, 17th July.
SHANGHAI and KOBE	NIKKO MARU Capt. M. Yagi	6,000	WED'AY, 31st July, at Noon.
	KIRIN MARU Capt. M. Deguchi	4,000	MONDAY, 29th July.

§ Fitted with New System of Wireless Telegraphy. † Cargo only.

NEW LINE OF STEAMERS BETWEEN KOBE & CALCUTTA. REGULAR FORTNIGHTLY SERVICE

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.

The next steamer from Hongkong:—
"TOTOMI MARU," 4,000 tons, Capt. Kawachi, Thursday, 18th July.
"CEYLON MARU," 6,000 tons, Capt. Tanaka, Saturday, 27th July.

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

1st Class	2nd	Yokohama Return	Kobe Return	Moji Return	Nagasaki Return
\$135	\$81	\$122	\$75	\$108	\$95

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—
T. KUSUMOTO, MANAGER.
TELEPHONE Nos. 292 and 1241.
12-13-656

